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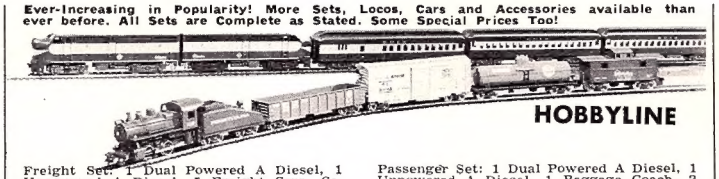

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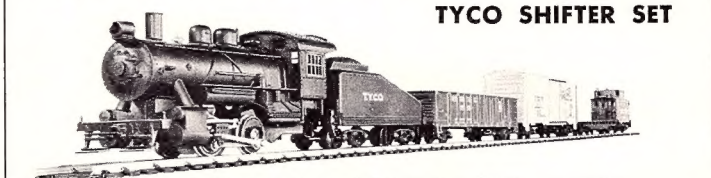

T-1003 0-4-0 Steam Switcher and Tender, 3 Freight Cars, Caboose, 12 Curved, 4 straight track, Rerailer, uncoupler, Power Pack .....only **$44.95**

T-3 Same Switcher Set without Power Pack .....only **$36.95**

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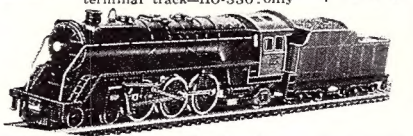

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5401 Rerailer, Put Cars Back on trk. **.79**

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800 HURON ROAD **CLEVELAND 15, OHIO**

Vol. 24, No. 7 December, 1955

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THE COVER: These neighborhood youngsters are fully qualified to handle the board on Doc Failmezger's tremendous Green Hill & Atlantic Railroad. A picture story on this fabulous O gauge pike appears on page 36. Staff photo by Carstens.

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A Letter From The Publisher

PUBLISHERS usually get their cake and coffee from their advertising columns. The high cost of production and other expenses often leave a deficit which must be offset by advertising. The amount left over from the ad revenue is the publishers profit, if any.

For this reason, publishers have been known to be careless about the type of ads which they will accept. However, the majority of magazines scrutinize both the advertiser and the ad before they admit them to their columns. In spite of this, an occasional bad apple will find its way into the barrel. When this happens, the management will endeavor to straighten matters out to the satisfaction of those concerned.

In spite of everything, the magazine must maintain a high degree of confidence among its readers. Otherwise the advertisements carried will fail in their purpose. The smart publisher knows that he must protect his readers at any cost.

While RMC is continually seeking new advertisers, it is at the same time maintaining a strict vigil over the character of the advertisers. All ad copy is checked for statements that might prove misleading. This policy has caused us to reject thousands of dollars worth of advertising in the past. This policy shall be continued in the future and is your assurance that any ad appearing in RMC is thoroughly trustworthy.

For this reason we do not hesitate to guarantee that the advertisements appearing in our columns are of the highest character. We are always ready to arbitrate any misunderstanding between readers and advertisers, and, if, in our judgment the case warrants it, a refund will be made of any money involved.

Therefore, you will have double assurance of efficient service and standard quality, if, when answering advertisers you will write, "I saw your ad in RMC."

Sincerely,

Charles A. Penn,
Publisher

Next Month –

JANUARY starts off the new year and with it RMC proudly introduces a new feature which has been undergoing tests since early spring. Called Picture Lessons In Model Railroading, it will present valuable data and information in boiled down pictorial form to make it enjoyable and easily understood. It won't be dry textbook reading . . . O gaugers will be delighted with a picture story on easy conversion of a Lionel Trainmaster to full scale operation and is this baby ever a powerhouse! . . . HOers have a new Giebner project that's a pip . . . and there are over a dozen other top notch articles that put fun back into model railroading . . . It's at your favorite newsstand around Christmas time. HHC.

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U.P. F7 Dual Powered 14.50
F7 Dummy Units ... Unpainted 8.95
A Unit — .98; B Unit ..... .89
F 7 Assembled & Painted
A Unit 2.29; B Unit 1.89
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Mikado 2-8-2 ..... 19.95
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Buried In This Ad are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

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Block Control 8.50
Multipact Sr. 34.75
Power Kits: 2 Amp 13.95
4 Amp 18.50 10 Amp 22.95

MISCELLANEOUS

Pulse Pack (Levahton-Paiae) 14.85
Paiae Pack (Levahton-Paeg) 29.50
Powerpacks: Varney, Hobbyline, or Herkimer ..... ea. 10.95
HO Rheostat (Ohmite MT-40) 5.65
Lever Action Hoo (Bob Pearc) 5.45
Circuit Breakers 3 or 5 amps. ..... .50
Jiffy Switch Controller 2.25
Acme Switch Controller ..... .98
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
TOGGLE SWITCHES:
SP-ST ..... $ .70 DP-ST ..... .80
DP-DT ..... .95 SP-DT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN

40' BOX CARS ..... ea. 2.50
El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; C&O; C&EI; &NW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H;PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS ..... ea. 2.95
B&O Sentinel; B&O Time Saver; C&O Luminous; NYC Pacemaker; SP Overnight; Timken RF Red, Yellow or Silver; Western Pacific; MP Eagle; NC&ST. L.; State of Maine.
50' AUTO ..... ea. 2.75
Super Chief; El Capitan; Scout; Grand Canyon; Monon; KCS; SSW; MKT; Chief
A.T.S.F. Exp.
40' FLAT CARS ..... ea. 1.85
C & NW; Cinchfld; Grand Trunk
50' FLAT CARS ..... ea. 1.95
Southern U.P.; Erie
REEFERS ..... ea. 2.75
MDT; Ill. Central; Burlington; ART; NP Armour; FDEX; ART/MP; WFE;PFE; Swift; State of Maine.
Rd. Roof Cars; 40' Box ..... ea. 2.50
40' Auto ea. 2.65; 50' Auto ..... ea. 2.75
TOTAL; Pennsy; SAL; N&W
TANK CARS ..... ea. 2.50
Single Dome ... Mobilgas; SP Gasoline Svc; SP Diesel Svc; Union Pacific; Shell; Texaco; Roller Bearing
TANK CARS (3 Dome) ..... ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS ..... ea. 2.40
Shorty ... Atlas; Magnolia; Crystal
Wrecking Crane (Erie 200 Ton) 8.50
Fulewood Car 2.25

AMBROID

G.N. Express or Unicel Reefer 3.50
Stock Car or BM Snow Plow 3.00
Watermelon Car 3.00
Western Pacific Caboose 3.95
Combination Car ..... ea.

AMERICAN BEAUTY

Available in: NYC, Penn, GM, IC, C&N
Observation Car 4.95
Baggage: Mail Baggage; Combination; Coach; Day-Night Coach; Roomette; Diner ..... ea. 5.95

AUTHENTICAST

Magor Dump Car 4.95
Slag Car 3.00
Depressed Center Flat Car 2.50

AYERS

Flat Car 2.25
Gondola 2.35
High Side Gondola 2.45
Hopper Bottom Gondola 2.55

CENTRAL LINES OLD TIMERS

1863 B, O, Baggage 40' 2.90
1908 Observation (65' or 75') 4.90
OLD TIMERS ..... ea. 3.95
Ya, & Truckee Combine 45'; 1898 Open End Combine 51'; 1898 Baggage & Smoker 55'; CRR or NJ 50'; 1898 Open End Coach 50'; 1908 Archwindow Coach 65' or 75'; 1898 Business Car 55'; Wagner Sleeping Car; 1863 BO Coach 45'; 1863 BO Combine 50'; 1898 Bag & Mail 50' 1886 Combine

HERKIMER (OK)

80' Astradome (streamline) 5.45
80' Observation (Streamline) 5.45
80' STREAMLINERS ..... ea. 4.45
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
60' Astradome (Shortys) 4.95
60' Observation (Shortys) 4.95
60' STREAMLINERS ..... ea. 3.95
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.

HOBBYLINE

All Metal Combine (English) 2.95
All Metal Coach (English) 2.95
GONDOLAS ..... ea. 1.95
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FLAT CARS ..... ea. 1.95
Reading; PRR; UP; GN; Soo; L&N.
BOX CARS ..... ea. 2.50
ACL; Can. Nat.; WM; DL&W; SP; NKP; PRR Caboose (Penn. or unlettered) 2.95

J-C MODELS

Observation Car 3.50
$2.95 ea: Silver Sides; NYC Postal; NYC Baggage; Penn Baggage; N&W Baggage & Coach; NYC Baggage & Coach; Penn Coach; Baggage; N&W Coach; NYC & Lounge; N&W Coach; NYC Coach; Penn Coach; Penn Modernized Coach; 12 Sec. Pullman; NYC Diner ea. 2.95

LACONIA

Sierra Combine 3.25
Reefers: Dry Ice, Cent. Vt. Milk, Rut. Milk, Chat. Mar. Wine ea. 1.75
Ralston Purina 2.25
Penna. 70 Ton Hopper 1.50
Penna. Mill Type Gondola 1.50

FLAT CARS ..... ea. 2.45
U.P., Pa., B&O, S.F., No.Pac., EJ&E
CATTLE CARS ..... ea. 2.25
Penna; NY Central; Santa Fe; Un. Pac; Ill. Cent., A.C.L., T & No.
Standard Caboose 3.25
Bay Window Caboose 3.50
3 Ore Car Train 2.90
Auxiliary Water Tank Car 2.25

BRAND NEW GLOBE CARS

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Unpainted. Coach or Baggage Mail

KITS 1.29
Unpainted. Vista Dome or Observ.

KITS — DECORATED 1.98
Pa. or S.P. Coach or Baggage Mail

KITS — DECORATED 2.29
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Gondola ..... Nickleplate 2.75
WORK CARS ..... ea. 2.95
Bunk; Commissary; Supply; Engineering
CABOOSE CARS ..... ea. 3.25
B&O; Penn; Pac; Un. Pac; 4 Wh Bobber Bay Window; MP Drovers; Combination Caboose Cars ..... ea. 3.50

ULRICH

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GEN. SVC. GONDOLAS ..... ea. 2.90
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OUTSIDE BRACED BOX CARS ..... ea. 2.90
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OUTSIDE BRACED WIDE CARS ..... ea. 2.75
Chicago; St. Paul; Minn. & Omaha; At. Coast Line; Penna; Chicago & N'western
WOOD SIDE BOX CARS ..... ea. 2.50
Texas & Pac; Delaware; Lack. & Western
FLAT CARS ..... ea. 2.25
Nashville; Chat. & St. Louis; So. Pac; Texas & Pac; Canadian Pac; St. Louis Southwestern; Soo Line
HOPPER CARS FLAT END ..... ea. 2.90
Del. & Hudson; Leh. Valley; Reading; W. Md
HOPPER CARS FLAT END ..... ea. 2.90
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Track Cleaning Car 1.75
Norfolk & West. Peaked End Hopper 2.90

VARNEY

STREAMLINE PASS. CARS ea. 3.50
B&O Coach; UP Coach; Penn Combi; Penn Coach; SP Comb; SP Coach; Ill. Central Comb; Ill. Central Coach; Great Northern; Coach, Great No. Combination
STREAMLINE PASS. CARS ea. 3.95
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COVERED HOPPERS ..... ea. 2.35
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GONDOLA CARS ..... ea. 1.90
Penna; So. Pac; Den. & Rio Grande; Mich., EJ & E.
BOX CARS ..... ea. 3.50
B&O "Time Saver Svc"; Penn "Merchandise Svc"; Mo. Pac; Frisco Fast Freight; MKT Katy; West. Pac "Feather"; NYC "Pacemaker"; NC & St. Louis "Dixieland"; Santa Fe "Super Chief"; Un. Pac. Buffalo Creek; West India Fruit

WALTHERS

PUG PASSENGER CARS ea. 5.45
Postal; Baggage; Combine; Coach; Diner; Pullman-Specify Red or Green)
Observation (Red or Green) 5.95
STD. PASSENGER CARS ea. 4.75
80'—12 Sec. Pullman; 8 Sec. Pullmen; 6 Sec. Pullman; Pullman 13 Room; Solarium; Diner; Diner (M Roof)
80' Observation (M Roof) 1/tks 5.25
80' Observ. (M Roof) less tks 5.25
60' Baggage (Arch Roof) 1/tks 4.35
70' Baggage (M Roof) less tks 4.35
60' Postal (Arch Roof) less tks 4.35
COACHES, COMBINES ea. 4.75
70' P-B Combine (A or M Roof); 75' Coach (Arch or Monitor Roof).

MISCELLANEOUS

Tractor & Trailer Rig (Ulrich) 2.50
Mack Rig (Ulrich) 2.50
Pipe Rig (Ulrich) 2.75
Shorty Caboose (M.E.W.) 2.95
Dynamometer Car (Devore) 5.95
Mew Log Buggy 2.50
W&T Track Cleaning Car 8.50
Ribbon Rail Track Cleaning Car 4.95
Model Wood Lumber Kits: Kit A 2.95
Kit B ..... 3.95 Kit C 5.95

HO CAR PARTS

COUPLERS

Rail Line N-MRA std. couplers..pr. ..... .35
Rail Line (above) w/dr. gear..pr. ..... .50
Rail Line Uncoupling Ramp ..... .35
Varney Dummy ..... pr. .10
Varney Dummy w/draft gear ..... pr. .15
Mantua Freight ..... pr. .25
Mantua Freight (metal cars) ..... pr. .25
Mantua Passenger ..... pr. .50
Mantua Uncoupling Ramp ..... .50
New Varney Automatic (Steel) 20
New Varney Automatic (Brass) ..... .30
New Varney Ramp ..... .15
Kadee Coupler Ht. Gauge 1.00
Kadee ... 40 w/Draft Gear ..... .50
Kadee Uncoupling Ramp ..... .25
Kadee Control Button 1.35
HObbyline Couplers (Plastic)...pr. ..... .25

TRUCKS

Mantua Talgo Pass. ..... pr. 1.95
Mantua 'Talgo' Trucks ..... pr. 1.25
Varney or English (Nylon) ..... pr. .50
Silver Streak (Metal) ..... pr. .85
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Athearn Bettendorf, Arch Bar or Andrews Types ..... pr. .85
Athearn Symington ..... pr. 1.00
Athearn Buckeye & Wheel ..... pr. 1.95
Cent. Valley Fox Type 30 Ton 1.10
Cent. Valley Fox Type 40 Ton 1.10
CV Arch Bar Short Wheelbase ..... pr. .95
CV 6W Riveted or Cast Frame 1.95
CV 4W Riveted Frame, Standard or Streamliner Types 1.65

HO TRACK PRODUCTS

ATLAS

Curvable Track, 3 Ft. Section ..... .75
Switch Kits Y, 4, 6, 8-LH or RH 1.25
Assembled Switches 1.95
Single Crossover 6 LH or RH 3.95
Double Crossover, Assembled 11.95
3 Switch Ladder 3, 4 LH or RH 5.95
90 Degree Crossing 1.75
45 or 60 Degree Crossing 2.25
18 or 30 Degree Crossing 2.50
Rail Fasteners, Brass 1.50
Plastic Insul. Rail Joiners 12 ..... .15
Cork Roadbed or Switch Blocks ea. ..... .35
Tie Strip ..... 25 Ft. 1.50
Switch Tie Strip ..... 10 Ft 2.00
Double Tie Strip ..... 10 Ft 2.50
HO Brass Rail ..... 99 Ft 3.95
Snap-Track Straight 9" Sections, or Glue Gun Plastic .50; Metal Curved (15", 18" or 22" Rad.) ea. .25
Auto. Snap Switch R.H. or L.H. 4.50
Manual Snap Switch RH or LH 2.95
Bumper ..... .49 Control Box ..... .60
Girder Bridge 1.75
90° Snap-Crossing 2.25
Terminal Sect. Snap-Track ..... .75

FLEISHMANN

Rigid Track, Straight or Curved 15" radius sections ..... .15
10" or 24" Radius sections ..... .20
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Remote Control Switches ..... pair 9.95

MANTUA

Asmbld. Switches 3, 4, 6, 8 LorRH 1.95
3-Way Switch 9.95
Terminal Connector ..... .50

PEARE

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TRU-SCALE

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Straight 2' lengths $1.00; Curved 16", 18" & 20" radius ea. .75; Full circle $6.00
Switch Kits ..... ea. 1.25
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Hi-Speed 4, 6, 8 ..... RH or LH
MOUNTED CROSSOVERS — ***TIED ROADBED*** ..... ea. 5.95
Hi-Speed Wye, 4, 6, 8 ..... RH or LH 17.95
Hi Sp. Dbl. Track 4, RH or LH 10.95
MOUNTED CROSSINGS
45° 60° 90° ..... ea. 2.95
14° 28° ..... ea. 3.25
ROADBED, WOOD ... TIES—PLAIN
Straight ..... 3 Ft. .45 .33
Superflex ..... 3 Ft. .72
Spiral Easements, R&L pr. ..... .80
Bridge Stock ... 18 in. ..... .40
Switch Blocks, Any Size ..... .65 .45
X-over Bloc. Any Size ..... .85 .55

HO LOFT CIRCLES

14" Radius 1.90 1.45
16" Radius 2.15 1.65
18" Radius 2.40 1.85
20" Radius 2.65 2.05
22" Radius 2.90 2.20
25" Radius 3.15 2.40
26" Radius 3.40 2.60
28" Radius 3.65 2.80
30" Radius 3.90 2.95
32" Radius 4.15 3.15
34" Radius 4.40 3.35
36" Radius 4.65 3.55

LOADED SIGNALS

Semaphore & Actuator 4.85
Crossing Gates & Actuator 4.85
Actuator 4.25
Track Side Switch Incl. Shoe 1.95
Block Switch ..... .95

HO MISCELLANEOUS

SWITCH MACHINES

Challenger ... (Pioneer) 3.50
Klick ... (Pioneer) 1.35
Polaris (Exposed or Concealed) 1.50
Turbo Jet 1.50
Walthers TS-5 ..... 1.95
Lindsay Switch Motor 1.95
Lindsay Mini Switch 1.95
Jiffy Switch 2.25
Kurtz Kraft K4—1.50; Economy 98
Indian Head 1.50
M. E. W. Ground Throw ..... .75
Model Friend Switch Controller ..... .75
Kurtz Kraft K6 ..... 2.50

SWITCH STANDS

2 Green and 2 Red ..... .75
2 Amber and 2 Red ..... .75
M.E.W. Hi-Level ..... .90

MARKER LAMPS

Caboose Lamps 3 Gn. 1 Red ..... pr. .60
Caboose Lamps 3 Am., 1 Red pr. ..... .60
Loco Lamps 2 Green, 2 White pr. ..... .60
Switch Std. Loc. 2 Gr. 2 Rd pr. ..... .60
Stand Loc. 2 Am., 2 Red pr. ..... .60
Gaunt Track Gauge ..... .25

TOOLS

Gaunt Track Gauge ..... .25
Mantua Track Gauge ..... .40
Coupler Height Gauge ..... .35
M. E. W. Track Gauge ..... .35
Varney Track Gauge ..... .30
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Lindsay Magnetic Rail Spiker ..... .75
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Varney Re-Railer ..... .35
Varney Permanent Rerailer ..... .25
Clock Oil ..... .69
Valvespout No 3 Precision Oiler ..... .25
Scale Ruler (HO) Steel 1.00
12" HO Scale Ruler ..... .45 and .65
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Dbl. End 4 Chuck Pin Vise 1.00
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MISCELLANEOUS

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Kurtz Kraft Semaphore 2.25
Kurtz Kraft Crossing Gate 1.95

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ALEXANDER

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Oil Tank and Rack 2.95
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Diesel Sand Tower 1.10
Diesel Fuel Column ..... .75
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Blk. Bart Mine 1.95
Red Lake Mine 2.75
House-Cream, Lt. Green, Rose 2.25
Shelter: Open or All Season ea. ..... .95

MISCELLANEOUS

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Signal Bridge (Authenticast) 1.75
Wood Timber Trestle (star) 5.95
Old Time Timber Tunnel Portal 1.50
Stone 4 Arch Bridge 2.50

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AUTHENTICAST FIGURES

Crosswalk Scene ... 1.89 Farm Set 1.89
Fire Fighting Set ... 2.50 Rd. Signs 1.89
Flat Car Loads ... 2.50 Accid. Grp. 1.89
Bus Stop Scene ... 1.89 Figs., Signs 1.59

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Farm Scene; Town Scene; Mountain.
TREES, INDIVIDUAL ..... 6 for 1.00
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Ambroid ..... .30
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Model Cement ..... .10; .15; .25
High Ball Spray Black 1.29
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LOOK

TT GAUGE FANS

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Engine Black; Reefer White; Caboose Red; Tuscan Red; Box Car Red; Roof Brown; Reefer Gray; Reefer Yellow; Reefer Orange; Pullman Green; Coach Green; Earth; Flesh; Diesel Maroon; Diesel L. Green; Diesel D Green; Diesel L. Blue; Diesel D Blue; Flat Varnish; Tuscan Red SM; Diesel Gloss; Flat Varnish Diesel Purple; Silver; Copper; Gold; Brass; Glaze
Rail-Sol Thinner ... 25 8 oz. Can ..... .65

410 M RR. COLORS ea. .45
Flat Black; Box Car Red; Reefer Yellow; Reefer Orange; Tuscan Red; Clear Gloss; Pullman Green; Coach Green; Caboose Red; Roof Brown; White; Blue; Gray; Box Car Green; Tank Yellow; Socony Red
Thinner (2oz.) .30 Thinner (8 oz.) ..... .65

BOOKS

Atlas Track & Layout ..... .10
Operating Manual 2.00
How To Wire Model RR. (Wescott) 2.00
" To Run Mdl. RR (Boomer Pete) 2.00
Model RR. Encyclop. (Kalmbach) 6.00
Track and Layout (Kalmbach) 2.00
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Model Cars & Layouts 1.00
How to Wire Supplement ..... .75
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Automatic Control or Couplers 50
Track or Freight Car Design 1.00

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Mantua Encyclopedia ..... .35
Walthers Catalog or Bob Peare 50
Penn Line, Model Die Casting ..... .25
Marklin or Authenticast ..... ea. .35
Varney, Athearn, Hobbyline, Tru-Scale, Selley, Suydam, Faller, Ayres, Ulrich, Pioneer, Summit, Model Rectifier, Kemptron, Silver Streak, Fleischmann, Alexander; Ambroid, Binkley, Weston ea. .10

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NOEL CENTRAL

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Set 5502 29.95
Set 5503 34.95
Set 5504 39.95
Set 5505 44.95
Set 5506 49.95
Set 5507 64.95

VARNEY:
"Mighty Midget" Set 29.95
"Diesel Freight" Set 29.95
"Trainmaster" Set 49.95

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Set HO-310 27.95
Set HO-320 39.95
Set HO-330 49.95

HOBBYLINE:
Set 416 or 421 ea. 24.95
Set 411 29.95
Set 446 34.95
Set 451 41.50
Set 456 or 461 ea. 44.95

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Set 102 39.95
Set 103 49.95

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Set T-1 24.95; w/Pack 33.95
Set T-2 27.95; w/Pack 36.95
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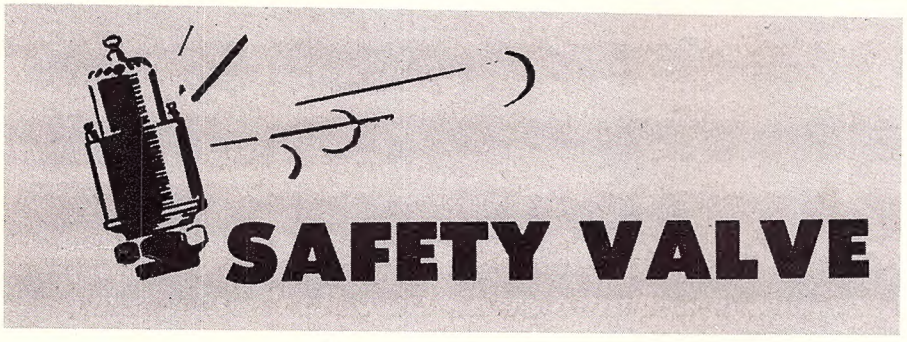

SAFETY VALVE

A Lady Modeler

Just thought I'd drop a line to tell you how much I enjoy your magazine. As the wife of a railfan, I was at one time about ready to blow my stack since the ever lovin' paid more attention to his pike than to me. So, in self defence I got interested, too. When we get more room for a big layout, I'm going to do the scenicking, while he concentrates on rolling stock.

I really appreciate the clear step by step articles you have on buildings and scenery, and your cut-outs are super. The only trouble is—must you print locos, etc., on the inside back cover when you have a cut-out building on the outside. If I cut the cover, my husband loses the plans, *comprenez*? Why not put the plans inside the mag and have something of less permanent interest (we save every issue) on the inside of the cover? Hmmm?

Mrs. Marion Howering
Bellmore, Long Island

● *And we'll bet this gal can really cook, too! Ed.*

Popping Off At Pop-offers

What sort of model rails do we have that take an impish delight in scanning the literature for no other apparent reason than to find something to squawk about?

Gleefully they will jump on some item which at first glance looks wrong and do not examine further for fear of losing the opportunity for flowery vindictives.

Maybe when the record heat wave cools down, the old pop valve will seat itself where it should have stayed in the first place. Had better tighten the spring a little.

Lloyd Church
Los Angeles 25, Calif.

● *Wasn't it Voltaire who said, "I disagree with what you say but will defend to the death your right to say it"? Ed.*

He's Gonna Be Disappointed

My opinion of HO is this. Plastics are ruining model railroading. Plastic won't stand up in the long run. The modelers ought to try building the Winton articulated. It's a honey. I also like Penn Line.

Al Albert
Union, N. J.

● *There's much to be said both for and against plastic. Winton is not producing kits at this writing. Hope you don't feel too badly when you see the new plastic ready-to-run Penn Line train sets at your hobby shop. Ed.*

Ach, Doctor Von Whimsey

According to a column in the Oct. RMC, written by one Dr. Von Whimsey, women, in general are rather dense about trains, in general, be they models,—hooray for O gauge, or the real thing,—three cheers for steam power.

I guess I'm in the minority, then, because I, along with my husband, am an avid railroad nut, an avid railfan. Many are the evenings we and our two boys have spent sitting on baggage platforms, watching the trains go through town.

Bob, my hubby, will send me to our local hobby shop for a few things and I'll return, not only with the things sent for, but also with a couple of new box car kits, a new magazine or two, or some information on what is new in O gauge, or some combination of all three.

The amazing part of all this to our railfan friends is that up until the time we were married, some five years ago, I knew from nothing about trains. The extent of my knowledge was the difference between a passenger train and a freight. That and the fact that I had a very profound respect for them when we met at a grade crossing. I might add

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SAFETY VALVE

that I haven't lost this respect either. If anything, it's stronger.

I didn't even know that there was such a thing as model railroading, or how much fun it can be. I learned, but quick, and I'm glad I did. Many are the evenings when we aren't train watching, or after we come home from watching, that kits in various stages of assembly are spread around the dining room table, along with tubes of Goo, small screwdrivers, and other means of assembling said kits, with both of us working quite happily on them.

Also, many a Saturday morning have we gotten up at the awful hour of 6 AM to go on a fan trip, armed with cameras, light meters, engineers caps, and other odd paraphernalia so dear to the hearts of railfans.

I realize that Dr. Von Whimsey's letter was written just in fun, and so was this letter. I just wanted to put in my two cents worth for the female model rail. There are, no doubt, many more besides myself.

Thanks very much for listening to me, and hooray for Railroad Model Craftsman.

Mildred Gottier
Pomona, California

● *We understand that Dr. Von Whimsey is off inspecting the narrow gauge lines on the Isles of Langerhans and he is unavailable for comment. Guess this proves that not all gals throw the trains out after the wedding. Ed.*

We Did That?

The magazine is an excellent one but the profusion of excellent plans that you publish would be better for being all on one page, instead of half on one page and half on another.

Chas. Shrubsole
Brantford, Ont.

● *You have a point and normally such is our policy. Occasionally production problems, unique to the publishing field, make such presentation mandatory. Ed.*

Pet Peeves

My pet peeve concerns those guys who put ads in the Swapper Column and then don't answer when you write them. I always answer my ads although a few weeks ago I received a letter from a modeler in Toronto who wrote that he had not received an answer to a letter he had written. Well, I never received it so it must have been lost in the mail. Otherwise I always answer.

Harlan K. Lane
Kingsport, Tenn.

● *It's common courtesy to fellow modelers to at least send a post card reply when receiving mail in answer to a swapper ad. Ed.*

Wants More Trolley Articles

I enjoy the Dispatcher's Column every month and feel it covers a lot of ground on what is new. I am stationed in England and do not have access to an American type hobby shop. I haven't been able to find a hobby shop hereabouts that even has railroad models. They seem to be as scarce as the famed double decker London Trams. I have one growl at RMC and that is that there aren't enough trolley plans.

M/Sgt John A. Reipe
APO 179, N. Y., N. Y.

More On Davy Crockett

You asked in the Oct. RMC whether there is a Pullman car named Davy Crockett. My Pullman book lists a Davy Crockett as a steel car used as an official private car but am unable to determine which line uses it.

Also, there is a David Crockett standard Pullman, having 14 roomettes and 4 double bedrooms. It is owned by the MKT.

M. B. Johnson
Chattanooga, Tenn.

Being a Postal clerk, I get to see quite a few different trains. I run on the B&O from Cincinnati to Detroit. Don't know how close the B&O's National Limited runs to Ramsey, but they carry two Pullmans from connecting lines: the MoPac, and the Texas & Pacific. We connect them at Cincinnati and this morning I noticed that the T&P car was named the David Crockett. Sitting in the depot waiting for my train home, I noticed the query in the DS column (Oct. RMC) asking if anyone knew of such a car.

My son, Harry, and I have A.F. S gauge but having just moved into a new home, it isn't all set up yet. However, the tables are set up and we're ready to go from there.

Eral D. Brumbaugh
Blanchester, Ohio

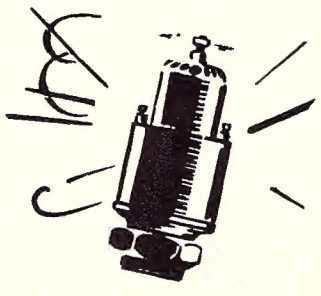
● *The B&O believes that Davy Crockett may have ridden their line while in Washington. Ed.*

Isn't It A Small World?

Recently while visiting my son, I saw your Oct. issue and was very interested in the article on the house on p. 26. The reason for my interest—my late husband and I had that house built in 1923 so imagine our surprise at seeing it pictured. We lived in Palmyra for many years and heard it was later a Lutheran parsonage.

Mabel S. Dodge
Drexel Hill, Pa.

● *It's indeed a small world. The house model in question was built from a stray photo found in the author's collection. Ed.*



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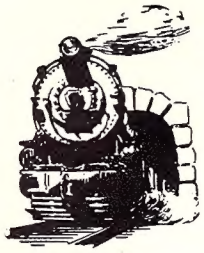

DISPATCHERS REPORT

NEW JERSEY now has an operating 3 ft. gauge shay locomotive, purportedly the first ever to operate in the Garden State. You can see her in operation on the Pine Creek RR, a fan pike operating near Asbury Park . . . W. H. Kitchelt has available reprints of the Ives 1910 catalog, a real collector's gem nicely reproduced on slick paper. Also available is a 1915 Lionel catalog, and some 1936 reprints of the old Model Railroader's Digest. Every toy train fan should have these in his collection . . . Lots of New Jersey news this month and most of it O gauge as a look at the Coming Events column indicates. Looks as though the King Gaugers were up in arms over last months HO Gauge issue. Plenty of O gauge activity and we're happy to see it. The Model Engineers RR. Club of North Jersey has the benchwork nearly completed on a brand new outside 3rd rail layout and it'll take about 12 men to operate the pike when it's completed. The O gauge clubs at Westfield, Hoboken, and Newark are also all going full blast. Now what's going on elsewhere in the country?

Joe Mervish, RMC West Coast advertising representative, is the newly elected president of the Southern California Hobby Industry Association . . . Pacific Coast Region NMRA Coast Division had a bang up quarterly meet with Roy Anderson giving a clinic on lost wax castings . . . Montreal HO Assn. of Model Railroaders taking necessary steps for incorporation, a good idea for any club having responsibilities . . .

Wonder how soon some manufacturer will come out with a plastic HO steam locomotive of any size, such as a berkshire? At the present time the only domestic HO operating plastic steam locomotives are both 0-4-0 types, one by English and the other by Varney. Such a loco would undoubtedly be built for the toy, not scale, trade. Comments, anyone?

Herman Eschedor, of Pennsylvania Scale Models is building an interesting new layout only 14" off the floor—ideal for those who like to sit while they watch the action . . . The name of the Eschedor pike is the Pennsylvania Dutch Lines and the two terminals are Distelfinck and Glocamorra. Sounds like a real Plain & Fancy layout . . . Scarcest HO ready to run locomotive around this year is the HObbyline Alco diesel A unit lettered for the B&O. They all went to the Baltimore area . . . That United HO shay loco is a natural companion to the logging cars put out by Model Engineering Works. The cat's MEW you might say . . . Ditto for the Suydam logging mill. Now who will bring out a working HO log loader? Tinplate? Who said tinplate? . . .

One of the Lionel GG-1 locos turned up with a Mojave tan color rather than the Pennsylvania tuscan red. And we saw a Jap GG-1 that was much too green. The green GG-1s are almost black. There are only about 7 GG-1 locos painted tuscan. These are used mostly on the crack New York-Washington expresses although they are occasionally used elsewhere. One of the red engines is the one which cracked up at Washington Union Station last year. She's back in service.

OO gauge has a flock of new kits, these being released by Fred E. Schorr Jr. His Budd RDC-1 now has a companion RDC-2 and 3. These are all brass with clean and clear detail and power trucks are available. The kits are in the custom built class. Also coming are all-brass triple hopper and high sided gondola cars, completed assembled. Other items are to come . . . A real Monorail system is being tried out in Houston, Texas, and may be ready for testing by the time this issue reaches you. When completed, it might well herald the day of a new form of transportation for congested areas . . . Philadelphia Model Railroad Club., Inc., has a new trolley line called the Delaware Valley Electric Railway (O), and it has just approved a sparkling new red and cream color scheme as the standard for all cars.

These Are New

From Kramer Brothers a new street lamp and spotlight for the tinplaters molded in green styrene . . . R. E. Dietz Co. has a new red railroad lantern standing 8½" high. It plugs into a 110 volt line and uses a 6 watt lamp. It's pretty terrific to decorate the train room . . . the Masonite people claim that many model rails are using pegboard as a base for model railroads, eliminating the need for any drilling since the holes are already there. They recommend the ¼" thick stock and suggest framing with 1x2" lumber. Not a bad idea for tinplaters especially . . . Adjust-A-Volt 100BU variable transformer for low wattage applications, such as model railroad use. Type 100BU is rated single phase, 60 cycle, 120v. input, 0-120V. output, 1.25 amps, 150-165 VA, and is manufactured by Standard Electrical Products . . . Tower Engineering, Box 32, Valley Stream, L. I., has tubular lamps for strip lighting as well as other new lamps for model rr. use. Folder on request . . .

Canadians will soon have a line of HO locomotives and cars made in Canada. These will probably be in plastic. Now, how much different is a Canadian built F-7 in appearance from an American F-7? Don't expect them until 1956 . . . Erie Railroad Magazine for Sept. 1955 has an excellent article on the flood which did so much damage to the Erie and other railroads. Lots of photos show how the Erie had to completely rebuild the line in many sections . . . Lionel out with a Rutland green box car, tinplate. They've also got the red, white, and blue State

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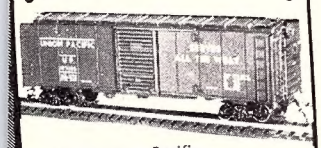

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B-106 Frisco Lines
B-107 MKT, The Katy Line
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B-111 Elgin, Joliet & Eastern
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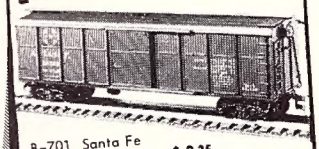

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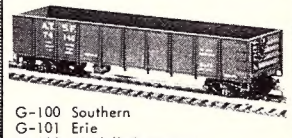

G-100 Southern
G-101 Erie
G-102 Norfolk & Western
G-103 Elgin, Joliet & Eastern
G-200 Santa Fe
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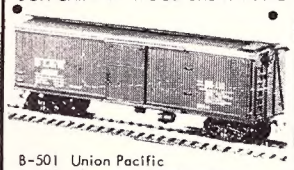
G-205 Michigan Central
G-300 Chesapeake & Ohio

$1.85 ea.

BOX CAR - 40' WOOD SHEATH TYPE



B-501 Union Pacific
B-502 Chicago & Northwestern
B-503 Florida East Coast
B-504 D & L.W., Lackawanna

$2.35 ea.

200 TON FLAT CARS

F-100 Pennsylvania
F-101 Chicago & Northwestern
F-102 Delaware & Hudson
F-103 New York Central
F-104 Westinghouse

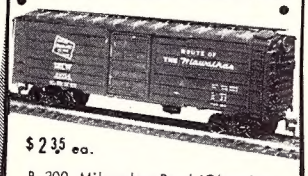
$2.35 ea.

CABOOSES

$2.75 ea.

C-100 MKT, The Katy Line
C-101 Santa Fe
C-102 Pennsylvania
C-103 Rock Island
C-104 Chesapeake & Ohio
C-105 Missouri Pacific
C-106 New Haven
C-107 C & E I
C-108 Virginian
C-109 Norfolk & Western
C-110 Pere Marquette
C-111 Reading
C-112 Lehigh Valley

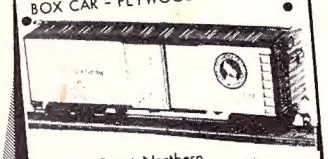
BOX CAR - HORIZONTAL RIB STYLE



$2.35 ea.

B-200 Milwaukee Road 'Olympian'
B-201 Milwaukee Road 'Hiawatha'
B-202 C.M. & St. Paul 'Olympian'
B-203 C.M. & St. Paul 'Hiawatha'

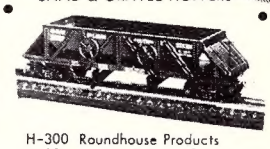
BOX CAR - PLYWOOD PANEL TYPE



B-601 Great Northern
B-602 Great Northern

$2.35 ea.

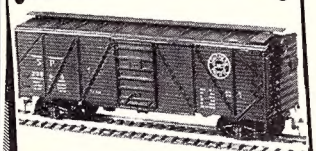
SAND & GRAVEL HOPPERS



H-300 Roundhouse Products
H-301 St. Louis & Southwestern
H-302 Canadian Pacific

$2.95 ea.

BOX CAR - 40' TRUSS SIDE STYLE



B-300 Santa Fe
B-301 Seaboard Lines
B-302 Burlington Route
B-303 Northern Pacific
B-304 Southern Pacific
B-305 Louisville & Noshville
B-306 Missouri Pacific
B-307 Gulf, Mobile & Northern
B-308 Rock Island
B-309 Canadian Pacific
B-310 MKT, The Katy Line
B-311 Frisco Lines

$2.35 ea.

MINE, ORE HOPPER CARS

H-100 Great Northern
H-101 Soo Line
H-102 Chicago & Northwestern
H-103 Lake Superior & Ishpeming
H-150 Great Northern
H-151 Duluth, Missabe & Iron Range
H-152 Canadian National
H-153 Milwaukee

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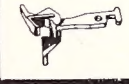

CH-111 NMRA Couplers ..... 25¢ pair
CH-222 NMRA Couplers with Draft Gear ..... 40¢ pair
CH-333 NMRA Coupler Ramp ..... 25¢ each
CH-444 NMRA Coupler Springs ..... 15¢ doz.

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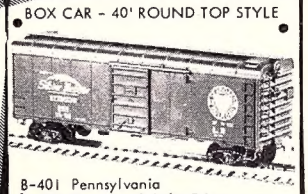
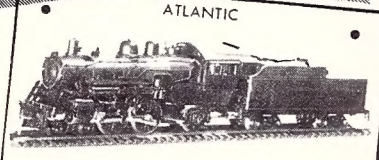
BOX CAR - 40' ROUND TOP STYLE



B-401 Pennsylvania
B-402 Bessemer & Lake Erie
B-403 Norfolk & Western
B-404 Seaboard

$2.35 ea.

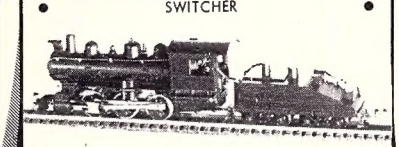
ATLANTIC



4L1 Roundhouse 4-4-2 Atlantic

$19.95 Complete Kit

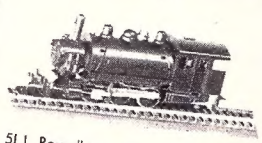
SWITCHER



2L1 Roundhouse 0-6-0 Switcher

$13.50 Complete Kit

YARDHOG



5L1 Roundhouse 0-6-0 T 'Yardhog

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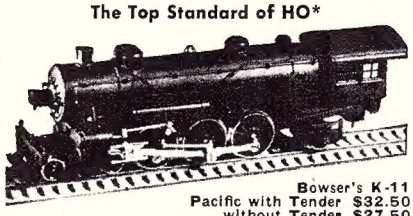
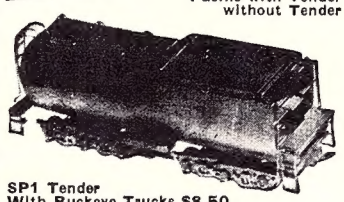


Bowser's K-11
Pacific with Tender $32.50
without Tender $27.50



SP1 Tender
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without Trucks $6.75

Bowser's Famous U.P. 4-6-6-4 Articulated (not pictured here) complete kit ____$52.50
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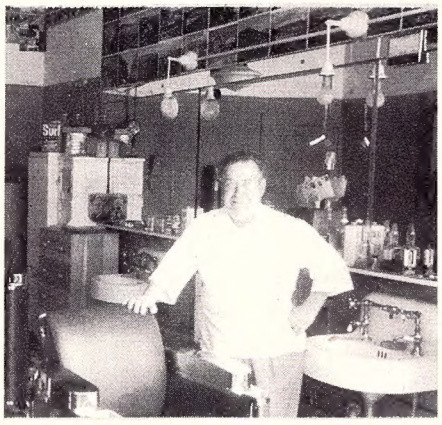
REDLANDS, CALIFORNIA

of Maine car, a new bay window caboose, and a gas turbine Army switcher . . . Mantua has also gone military with an HO U. S. Navy flat car in gray and of course the same car is available in ready to run form from Tyco. Mantua has also revamped its complete reefer line. These are now of all plastic construction with metal lithographed sides . . . Lionel to sponsor the Paul Winchell-Jerry Mahoney puppet show on TV this Christmas season on NBC . . .



If we lived in Portland, we'd probably get our hair cut at Red Nichols Barber Shop at 1651 N. E. 76th St. & Broadway. Red's shop is lined with train pictures and he even has a TT layout in his front window. Best of all, Red's customers can even read RMC while they wait! . . . Joseph Ousterhardt has been elected v. p. of the Standard Gauge Association, Eastern Division. If you're interested in this old gauge, drop a query to Arthur Pellissier, Box 8, Somerville, N. J. . . . RMC Managing Editor Hal Carstens new v. p. of Penn Publications . . .

Tinplate Railroading is the name of a new amateur tinplate mimeo paper published by Fandom House, 137-03 32nd Ave., Flushing 54, N. Y. at 15¢ a copy . . .

The Fire Prevention Queen in Washington, D. C. last month was Daryl Corr, daughter of Phil Corr of the Washington Hobby Shop. Any teen aged model rails down that way? Daryl's a real cute Miss . . . Aristocraft have released 5 new HO bridges of arch and cantilever design. These imports are of steel gray plastic . . . The two Ma & Pa passenger cars mentioned in the Nov. RMC Dispatcher's Report under Convention, have been saved . . . Baltimore rail fans now wondering what to do with nine old trolleys stored at the Edmondson Ave. Car House. The barn has just been sold.

Whaddaya Know Department

The Toy Manufacturers of the U. S. A. have sent out a release stating that some $3,000,000 will be spent this year on toy trains and accessories for little girls. Other statistics state that sales of trains (presumably for the tinplate trade) account for 5% of the total toy sales. Also, few trains are purchased for girls over six years of age (don't go buying the girl friend a box car kit—she'd rather have perfume). The boys will get 54% of the model railroad sets sold. So it looks like there are quite a few train sets sold for adult consumption. Too bad a lot of these fellers don't know the pleasure that comes with scale model railroading.

MODEL RAILROAD TIMETABLE

Coming Events

YORK, PA.: Nov. 26-27, Dec. 3-4, 10-11, 17-18. Annual show Miniature RR Club of York. Sat. 7-10 PM, Sun. 2-5 PM, 7-10 PM. New building location. 385 Wheatfield Street. No admission charge. W. D. Hamme, publicity.

NEWARK, N. J.: Nov. 25-27, Dec. 2-4, 9-11. Annual show Newark-Elizabeth Model RR Club (See RMC Aug. '55). Open Fri. 7:30-10 PM, Sat. 2:30-5 PM, 7:30-10 PM, Sun. 2:30-5 PM. Admission adults 40c, children 25c. Layout at 325 16th Ave., corner 20th St., Newark, N. J., on second floor. O gauge. Frank Pita, Pres.

HOBOKEN, N. J.: Model rails in all gauges are invited to submit models for the February show of the New York Society of Model Engineers at Lackawanna Terminal. Display of models is not limited to members. All models covered by insurance and modelers have chance for cash prize or honorable mention award. Contact John B. Reschke, Secy., for details.

SHARON, PA.: Mercer Valley Model RR Club now in new quarters at 34 South Dock St., 3rd Floor, and building new O gauge outside 3rd rail scale pike. Anyone interested should report to clubroom any Tuesday night between 8:30 and 10:30 PM, or call Charles Wilson at Sharon 29148.

NORTH HALEDON, N. J.: Model Engineers Railroad Club of North Jersey, Inc., formerly located in Paterson, now in new quarters at 569 High Mt. Rd., North Haledon. 40' x 40' O gauge outside 3rd rail pike under construction. Guests welcome any Tuesday night at 8 PM. For info., contact R. L. Meade, 91 Elberon Ave., Hawthorne, N. J.

IMPORTANT NOTICE TO CLUB PUBLICITY CHAIRMEN: Coming Events and New Club notices for this column are welcome. Items submitted for inclusion in the February issue must be received at the editorial offices at Ramsey, N. J., not later than Dec. 10th. Items for the March issue not later than Jan. 10th. Items for the January issue must be at Ramsey not later than Nov. 10th. Items not having time value will be placed in first available issue. Address news releases to: Coming Events Dept., Railroad Model Craftsman, Ramsey, N. J.

New Literature

ATLAS LAYOUT BOOK. Latest edition of Atlas Snap Track layout book is ready. Printed in 2 colors, the 24 pages show plenty of good basic layout designs for Snap Track. Also data helpful in setting up layouts. At hobby shops or send 10c to Layout Book, Atlas Tool Co., 413 Florence Ave., Hillside, N. J.

BULLETIN ON DYNAMOMETER CARS, issued by the University of Illinois and the Illinois Central RR. 36 pages, illustrated. Describes history and other data on how the car operates. While supply lasts, get them FREE from: Engineering Experiment Station, University of Illinois, Urbana, Ill.

HERKIMER CATALOG SHEETS: 1955 illustrated sheets of the HO ready to run OK line of Herkimer streamlined passenger cars and trains. Available FREE on request from Herkimer Tool and Model Works, 78 Harter Street, Herkimer, N. Y.

BULB PRICE LIST: Free illustrated price list of 12 different type bulbs suitable for model railroad use. Glenn L. Van Winkle, 206 Elysian St., Pittsburgh 6, Pa.

HOBBY DEPOT INC., new catalog, 8½x11 listing O and HO custom built locomotives and rolling stock. Many illustrations in printed section. Mimeo rear section lists custom built specials in stock mostly O gauge including some tinplate. Price 50c. 274 No. Broad St., Elizabeth, N. J.

HERKIMER HOBBY BOOKLET: 7½x4⅜. Lists the OK line of streamlined HO passenger cars, accessories, and train sets. 4 colors, many illustrations. Also lists model airplane engines, paint sets. Available only to dealers for free distribution in hobby shops.

MODEL RAILWAY ILLUMINATION, by E. F. Carter. A soft cover 60 page book on lighting. Chapters on lighting semaphores, station buildings, grouped lighting schemes, train lighting from mobile batteries, high frequency train lighting, types of lamps and their characteristics. The book is British in outlook but almost everything can be used on American pikes. Price 3/6, published by Percival Marshall and Co., Ltd., 19-20 Noel St., London, W.1, Great Britain. (This book would have to be ordered directly from the publisher, in England).

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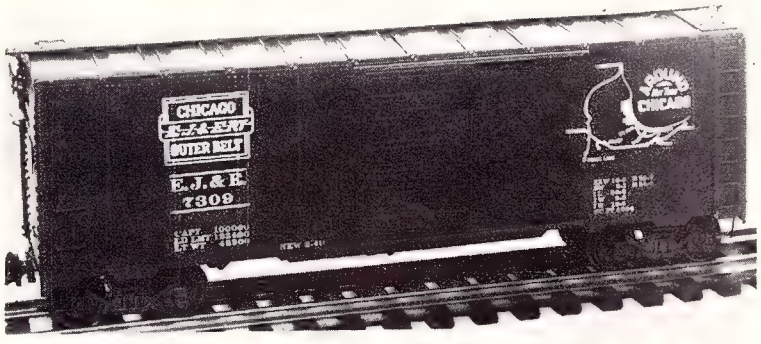

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No. 3643 Ship it on the Frisco, red 4.95
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No. 3645 Great Northern, Tuscan red 4.95

* All cars less trucks and paints.
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No. 3802 Bettendorf, scale ..... pair $1.35
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CLOSEOUT SPECIALS

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No. 8001 Southern RR Box Car ..... NOW 3.75
No. 8002 Great Northern Box Car ..... NOW 3.75
No. 8004 Santa Fe Super Chief ..... NOW 3.75
No. 8005 New York, New Haven & Hartford..... NOW 3.75
No. 8006 Nickel Plate Box Car ..... NOW 3.75
No. 8007 Canadian Pacific Box Car ..... NOW 3.75
No. 8008 Canadian National Box Car ..... NOW 3.75
No. 7151 C B & Q Stock Car ..... NOW 3.75
No. 7152 ACL Stock Car ..... NOW 3.75
No. 3646 Northern Pacific, dark green $4.95
No. 3647 New Haven Box, orange with white and black lettering 4.95
No. 3648 Maine Central, green and yellow 4.95
No. 3650 Rutland box car, green and yellow 4.95
No. 3651 Union Pacific, Reefer yellow with black lettering..... 4.95

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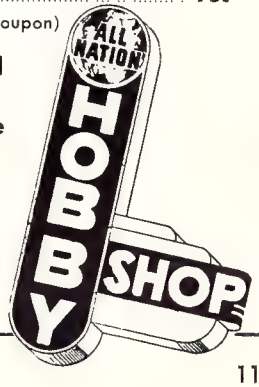

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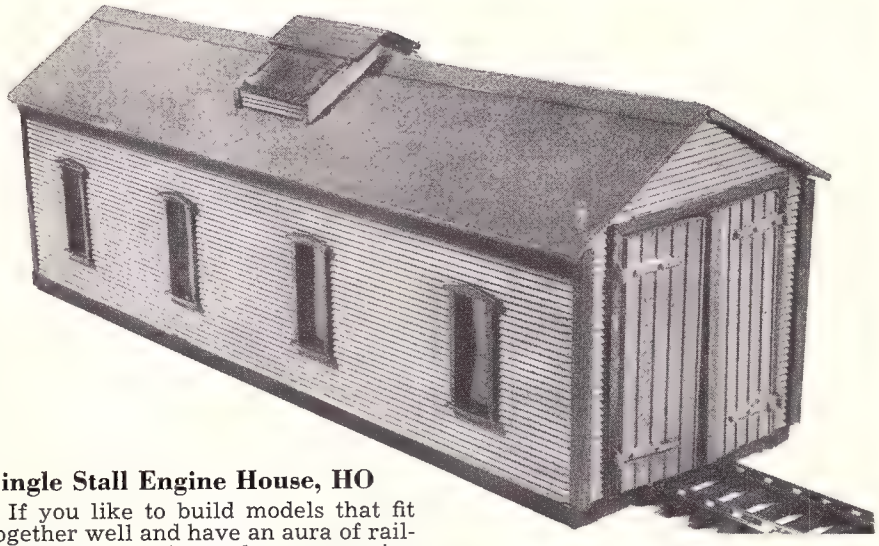


Single Stall Engine House, HO

If you like to build models that fit together well and have an aura of railroading about them, the new engine house kit will well fill the bill. Precision wood parts are used for most of the building. These are all precut to size and require only assembling. The sides are of clapboard, typical of structures of this type. Door and window frames are metal castings which fit into place with no trouble, a drop of cement holding them firmly in place. Printed acetate windows are also supplied, with some of the panes being cracked. The fibreboard roof is covered with fine sandpaper to resemble roofing paper. The doors open on hinges.

The model assembled easily with the only difficulty being encountered at the hinges. Two of them were damaged during the assembly until our builder got the knack of fastening them. Since the model was not placed in position immediately after assembly, a spacer was placed just outside the front doors to keep the sides from pushing in. Our builder also omitted the chimney, a modernizing touch on an old building to show that his road has gone all diesel. The inside length of the engine house measures 8⅞", which will house most single unit diesels and small steam power up to the size of a mogul or small consolidation, depending on tender length and size of the engine. Mfd by Model Hobbies, New Cumberland. Pa., price of kit $2.95.

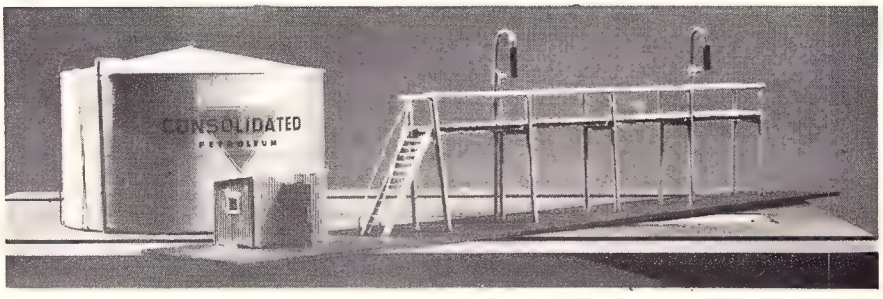
Oil Tank & Rack, HO

An unusual model, especially with the lack of tank kits on the market, is this oil tank and rack. The set consists of a 2000 gallon 30 ft. diameter tank made from a heavy cardboard core (tubing), with a silver paper embossed and printed wrapper. A "Consolidated" emblem is printed on the wrapper.

The workman's shed is made from embossed aluminum corrugated foil. This item is die cut and need be cemented only at one corner. Window and door detail is additional.

The rack, when built, measures about 9 inches long and because of the square type box in which the kit is packaged, must be built up from small strips of wood. The result, although attractive and scale proportioned, is a rather flimsy model, especially if the rack is not mounted on a supporting base. No supporting base is included.

In view of this, the modeler would perhaps be better off to substitute wood strips of his own and build the model on a supporting base. The finished model is attractive and undoubtedly many builders would like more than one of the tanks, although regrettably they are not available separately. Cast metal steps and fittings are included. Mfd by Alexander Scale Models, 28 Ionia Ave., SW, Grand Rapids 2, Mich. Kit RS-443, price $2.25.



Dynamic Brake Casting Kit, HO

Your GP-7 diesel locomotive can now be converted with little effort into the latest model GP-9, using Kemtron's new dynamic brake casting kit. The casting has excellent detail, and has been cast in brass by the lost wax method. The casting contains full rivet and grill detail and is free of flash, as are all lost wax castings. Mfd by Kemtron Products Co., 750 Fulton St., Fresno, Calif. Catalog No. X186, price $2.00 per kit.

Rivarossi Ready-run Economy Set, HO

Rivarossi's economical train set containing a B&O 0-4-0 steam tank switcher, gondola, and single truck Reading caboose should be of interest to any beginner who must consider price.

The locomotive is made largely of pressure molded plastic and has very nice detail, complete with rivets. Both boiler and frame are black plastic. The gondola and caboose are also made from the same materials. Such refinements as locomotive handrails, caboose handrails, brakewheels, etc., have been omitted in the economy kit but are avialable in a separate detailing kit. The cars are not lettered in this set. Rivarossi track is similar to American Snap Track, is interchangeable by filing down base of the rail.

It is important that American and Canadian users of Rivarossi equipment get the firm's Red Line, which will interchange with American made equipment. Some Rivarossi trains are made to go with Marklin three-rail trains.

Both locomotive and cars are available separately. These Italian imports are distributed in eastern Canada by James Parker, 410 Glengary Ave., Toronto 12, Can. Train set I B&O A/R, ready to run with oval of track, $15.95. Americans ordering this set from Canada will have to pay an import duty. Several American firms also import Rivarossi equipment.

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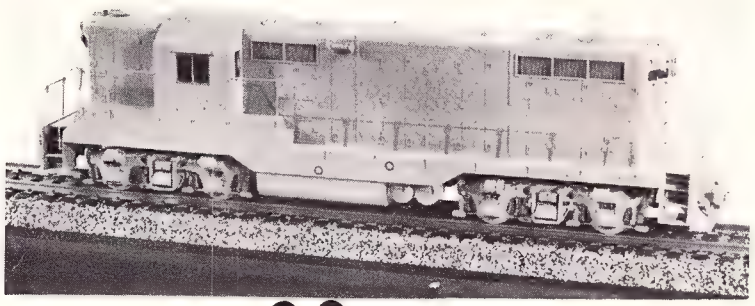

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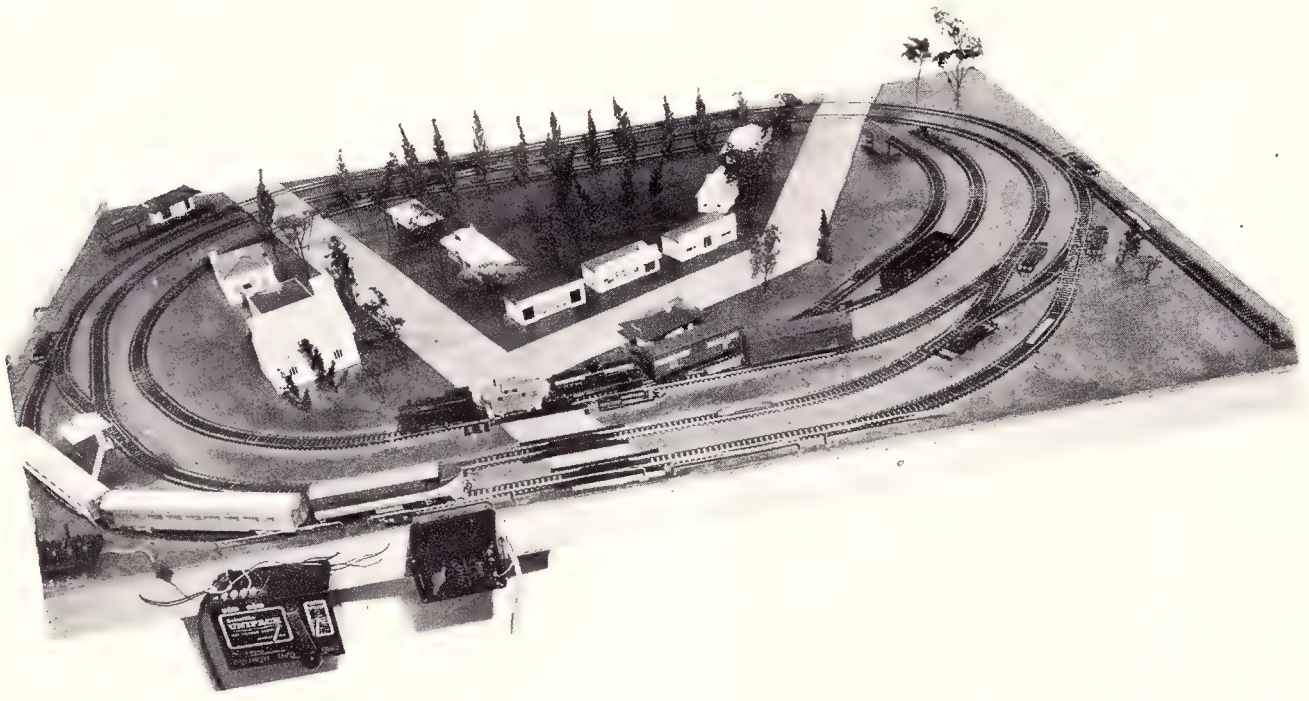


RMC Layout No. 7

FROM time to time during the past six years, RAILROAD MODEL CRAFTSMAN has presented special small HO layouts which it was felt had extra merit. RMC Layout No. 1 appeared in the Mar.—April—May 1950 issues, RMC No. 2 in May 1951, RMC No. 3 in April 1952, RMC No. 4 and No. 5 in July 1953, and the Sanka Way RR (RMC No. 6) in the Sept.—Oct. 1954 issues. These layouts all used standard HO track components. The Ho-Pac Lines layout, RMC No. 7, has been designed to take advantage of the new HO Snap Track sections which are now being packaged with all American made HO train sets. It is, however, equally useful with scale as well as with tinplate HO, the difference being largely one of what is done with the trains once they are set up. At that we offer no apologies for presenting it in RAILROAD MODEL CRAFTSMAN. It is offered not only to beginners but also to those many oldtimers who, for lack of time, have never been able to have an operating pike of their own. The Editors.

What It's All About

FIRST catch your rabbit. That is to say, first get your train set. Any of the current crop of American made HO trains (and a few of the foreign ones) will do, according to your taste. All the ones on the market for this year will take the 18" and 15" radius curves of Snap-Track, and that is the main consideration. For the layout I chose Mantua (or Tyco, if you will) trains so that we could have complete automatic coupling and uncoupling using a system that has been proved to me personally for almost twenty years. True, the couplers leave a little to be desired in appearance, but by gosh they work right. True, you can't just lift a car out of the train without dragging the whole train with it, but uncoupling ramps are cheap and can be left portable. Other makes of couplers with which ready-to-run HO trains are equipped may be as good but I have yet to test them over a long period of time. For some, uncoupling ramps are not available, a thing which you should check when you buy your train.

Actually I did not buy complete ready to run trains, but *kits* and assembled them myself. The saving is not huge, but it does mount up. The assembly of such kits is amazingly simple, no soldering is required, just the use of a screw-driver and sometimes a file or knife. For instance the two passenger coaches used on the layout were BOTH put together and running in half an hour. The diesel locomotive took less than that (exclusive of painting).

What You Need

You have *a* train set, either freight or passenger, diesel or steam, but anyhow HO gauge. With it is undoubtedly an oval of Snap-Track, and possibly a power pack. If you must buy the power pack separately, buy one of the less expensive ones, regardless of your future plans. Several small power packs are really better for a *large* railroad than one big one ("don't put all your eggs in one power pack") and are infinitely simpler to wire up.

Then you need a platform. No, not plywood, you can't afford it and you will annoy the people in the apartment downstairs with the noise trains make on it! Go to a lumber yard and get a 4x6 foot piece of Homasote. Possibly they will only have them 4x8 ft., in which case get them to cut it down for you and save the spare piece for some future project. Homasote is soft compared with plywood and will not support a model railroad layout in itself for very long. It needs edging. I nail 1"x3" strips all around, under the edge, and either 1"x2" or 1"x3" crosspieces in the center and at two other points. I use large headed nails especially meant for fastening wallboard, and of course nail the edges and crosspieces together with regular nails. If the model pike you are building along with me will get a lot of moving around, then the edge pieces should be heavier, such as 1"x4" or 1"x6". Anyhow, assuming a middle course you will need two twelve foot pieces of 1"x3" (one to be cut in half for the 6' edges, the other to be cut in three for three cross-members), and one eight

HO-PAC LINES

HOBBY PACIFIC LINES

by Bill Schopp

Photos by the author unless otherwise noted

Staff Photo

Anyone can build and find room for this 4′ x 6′ HO Pike

foot piece of 1"x3" to be cut in half for the other two cross-members. Actually cross-members will not be 4′ long, but twice the thickness of the wood *less* than 4′, but you'd better measure on the job.

My table sits on a pair of horses I have used for just that purpose before. Legs can be made or bought to support a table, or it may be rested on boxes, chairs, books, or another table. I pulled a boo-boo in painting the table. First of all it is *not necessary* since you can paint as you need it. Two coats of white enamel plus a coat of green enamel give the table entirely too much a gloss for me, altho at first glance it does have a "finished" grassy appearance. I'd suggest to you NOT to paint the table top except as required by the scenery which I'll get to another time.

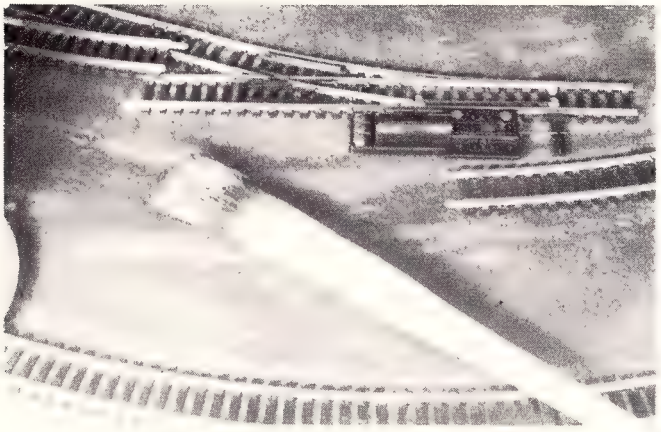
With your original train and oval of track, buy a right-hand Snap-Switch, a bumper, a six-inch straight section, a three inch straight, and a two inch straight. With this, you can build the layout shown in Stage I all except the passing track across the front. You will at once find that the tracks come pretty close to the edge of the table—one and a half inches from track center to edge is the mathematical distance. This is too close for peace of mind. I decided to make fences. A regular plastic fence mightn't prove too strong and in any event was not high enough, so I formed long square U's of 1/16" steel baling wire obtainable in small rolls at your hardware store. The fence post holes were "dug" with a 1/16" drill and the ends of the square U's thrust down into them. Then I proceeded to bend the visible part of each fence section outward, away from the track, at about 15°. These are quick, cheap, and easy to install and have been proved by me over the years to be reliable. They lack a little in appearance, so if you have a better idea, go to it. I took photo A especially to show you the fence, altho it shows up in several other pictures, too.

It is not necessary to spike or fasten the track down unless you are going to stop here for months and months. A few No. 18 wire nails in the affixing holes in the centers of just a few ties will do for the time being (on the 1954 Snap-Track, which lacks these holes, use the "spike" holes by the rail).

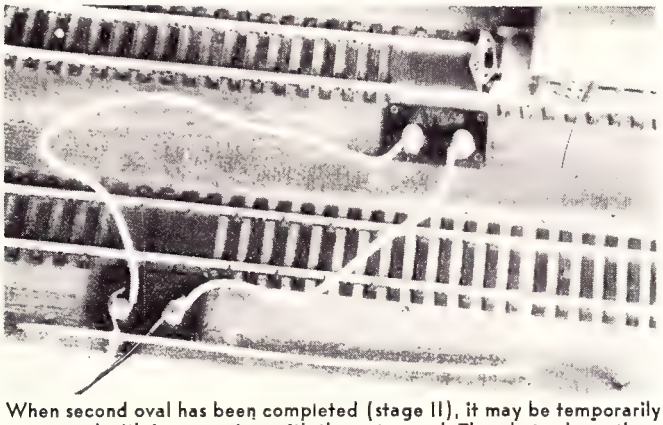
To *complete* stage I, another right and a left switch are required, plus other track as shown in the table. Buy a dozen plastic joiners while you're at it. The 1/3 curved sections shown here and in other stages are packed *with* the Snap-Switches. I show the terminal section (T-1) for this outside track at left front where it was convenient to my intended control location. At this point I put my power pack on the left front corner of the table, connected two wires to the terminal section, plugged in the power pack, and was able to railroad. No special switch wiring is needed unless you are going to stop here for a long time. If you intend going on to a more advanced stage, save all your switch wiring to one time if you want to do it economically. An advantage of Snap-Switches is that even though they are remote control ones, you can still operate them manually by means of the handle provided just as *on* the manual ones. I suggest remote control switches for all locations, but if your pocketbook won't permit it, get manual switches, and later move them to less important sites (the yards in stage IV). You can also buy the switch machines and control levers separately and replace the manual control boxes on the switches with the remote control electric ones when your pocketbook allows.

What do you want to do for ballast or roadbed? You can omit all pretense of either if you wish, and this might be a good idea if the layout is to be temporary, taken apart to be set up in a different form another time. You can use cork roadbed which is rather quiet and nice, if you follow the general scheme of painted ballast in locating same. Wooden roadbed can also be used if you can find it with correct curve radii and the right shapes for the switches. I drew a line on either side of the track, about 1/2" outside the ties. When this

Since tracks come close to the table edge, simple fences of the wire type shown in the photo offer protection against equipment hurtling to the floor because of derailments. They are made of 1/16" baling wire.



After fitting snap track in place, remove it in groups of several sections and paint the area occupied by the track with Tru-Scale liquid ballast. This area has been marked with pencil prior to lifting track off. Replace track when the ballast is dry. Nail in place if desired.



When second oval has been completed (stage II), it may be temporarily connected with jumper wires with the outer oval. The photo shows them mounted above the table for clarity; actually they would be mounted underneath the table, coming up through holes drilled in tabletop.

Much of the fun in operating a model railroad comes in setting out and picking up freight cars with the daily "way-freight." The tank car has just been set out at the siding. Engine now picks up rest of train.

was done I took up the track and set it aside; leaving four and five pieces together. Then I took a can of Tru-Scale liquid ballast and painted the roadbed using a sash-brush (or other small paintbrush). This liquid ballast is like gray paint with grit suspended in it, giving a realistic appearance to the right of way. Wash paint brush in turpentine afterwards. Photo 3 shows this process during the workmen's lunch hour, altho the railroad is in stage II. One can of Tru-Scale liquid ballast will do the entire railroad including stage IV) and there'll be a little left over.

Now it is not my intention to go much into scenery until some future issue of RMC, but I will say that in order to get a fair selection of buildings in a minimum of time, I bought some Plasticville buildings, in fact one of each plus an extra station. These assemble quickly, except for the signal bridge which isn't very appropriate on this pike anyhow since it is meant for 2" straight track spacing whereas the minimum I have is 2-1/2" center to center. It was really a mistake to assemble and use the building at this early stage and I recommend that you act (rather, do *not* act) accordingly, unless you are going to stay at stage I for some time. While the plastic buildings lock together, it is not permanent, and I finally had to cement them together in order to keep from losing the parts. I still cannot find the steeple the church once had, and if it shows up in some of the "finished pike" photos later on you'll know I found it or made a new one.

Stage II

Now for stage II, you'll need two more switches and additional track as listed in the table. Lay the track, then remove and paint in roadbed, as explained for Stage I. Let roadbed dry, then replace track. The entire outer track could have been fastened down with No. 18 wire nails as soon as stage I was done. Now you can nail down all of the inner track except from the pair of 2" sections at the left rear around the right rear corner to the front right switch on the inner track. These must be moved slightly to remove straights and insert curves in stage III. Perhaps a single nail somewhere on the curve will serve until you reach that point.

Please notice the plastic rail joiners whose locations the arrows indicate with the letter P. I used two of them in stage I, but since they were in opposite ends of different rails they had no effect and were simply to save undoing some work when making stage II. But when you add the inner track, you have to put two additional plastic joiners in as the plan shows. Where there is room enough between the switches of a crossover, the plastic rail-joiners should be staggered so that the one on the right-hand rail is "ahead." For diesel operation only, they may be staggered the other way or may be placed opposite. Where there is no room between switches, they have to be placed opposite. The reason for stagger-

TABULATION OF TRACK REQUIRED

	9" straights	6" straights	3" straights	2" straights	1½" straights	Power Packs†	Terminal sections	18" R. curves	15" R. curves	Bumpers	RH switches	LH switches	⅓ curved (18" R)*
Stage I	9	1	2	1	..	1	1	11	3	1	2	1	3
Additional for Stage II	2	1	..	3	..	1	1	1	6	..	1	1	2
Additional for Stage III	..	1	1	..	1	1	1	..	6	..	1	1	1
Additional for Stage IV	2	..	..	1	2	..	..	1	3	3	1	2	2

*⅓ 18" radius curved sections are packed with switches.

†One power pack may be used for entire layout, or just two, but you will only be able to control *independently* as many trains as you have packs.

ing "to the right" is so that steam engines will pass from control of one power pack to the other without stalling or wincing. Plastic rail joiners now insulated the inner oval from the outer. You will not be able to run the inner track until you make some connection to it for power at the terminal section (T-2) which has replaced one of the straights at the front. A separate power pack is intended to be used for the inner oval so you can run trains at different speeds and in different directions on the two main line tracks. However, as a temporary measure you can jump wires across from one terminal section to the other as in photo C, only, of course you would drill holes in the platform and run 'em under the table where they would not wreck trains. Trains on both tracks will in this case run at the same relative speed and in the same direction.

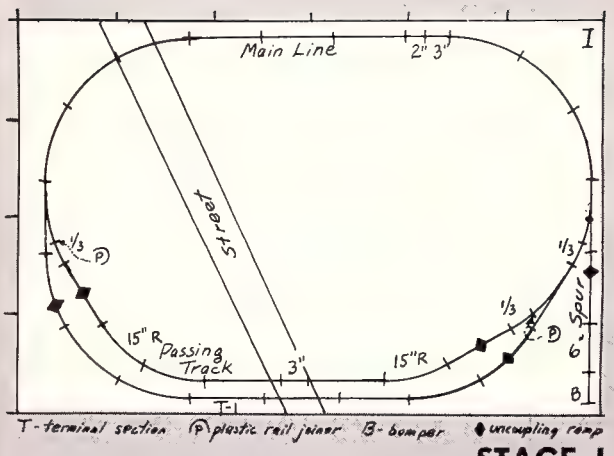
A few questions may pop into your mind here as to whys and wherefores. The lone 18" radius curved section on the inner oval amidst all the 15" R. was just required by the design, altho a 15" plus a 1-½" straight could have been substituted. You may also note that the placement of the ⅓ curved sections between the switches of the crossovers slews the crossovers off to odd angles and makes the tracks out of parallel. Truly, these ⅓ sections could have been omitted, with space for the switch machines. However, I was looking forward to the day when the switch machines might have to be moved back, using the extension bracket provided in the Snap-Switch box, to clear certain long passenger cars or engines. *I* could pick my cars to miss the switch motors, but you might already have certain cars that would whack the switch motors every time around, or have an engine whose pilot would corner the motor housing and cause a wreck. The rather off-beat arrangement shown will permit you to use the extension brackets and move your motor houses out if required. Omitting the ⅓ curved tracks between crossover switches is something you can try if you wish. It will work except as explained above, and the two tracks along the front will be a little closer.

Give your road plenty of running before going any further. If you have only one track, try a little switching of cars. Photo D shows such a move, with the engine setting out an oil car on the freight spur to be unloaded later into tank trucks. (At this stage the scenery is pretty much all in your head, so you might want to imagine a refinery on the wall). Photo E shows more testing, which I recommend be done at first and largely with engines *alone* (or with just a single car). If these derail, there will not be so many wheels to replace on the track.

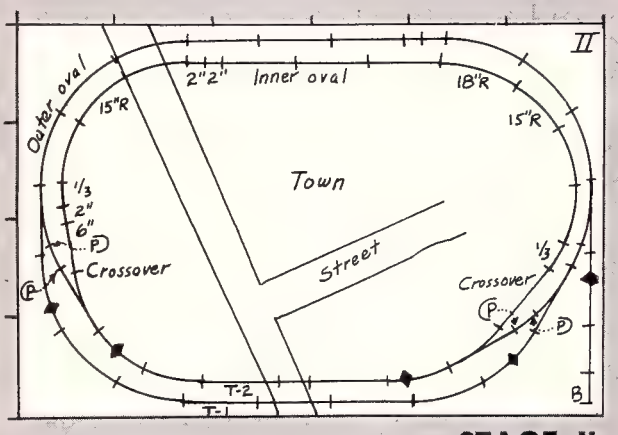
Stage III

Additional track including two switches are added to make stage III which gives a switching lead or perhaps at this state you would call it a passing track. Notice that this is also set off from the rest of the track by pairs of plastic rail joiners (P) at each end. The idea is that eventually this yard lead will be on a third power pack so that you can run three trains at once under separate control. You may not be ready, as I wasn't, to get the third power pack at this stage. I did have a second one however, and for demonstration purposes chose a HObbyline pack. Actually it would have been better to have all power packs the same so that the same position of the reverse switch or speed control would have meant the same on all, a thing difficult to get right all the time when they are different designs. I simply jumped wires from the terminals on the inner oval (T-2) to the terminals of the yard lead (T-3), much as in photo C, except that I put them underground. Thus, photo H shows that while one train can be running on the outer track, a second train can be running on the inner oval OR yard lead, not both, under separate control.

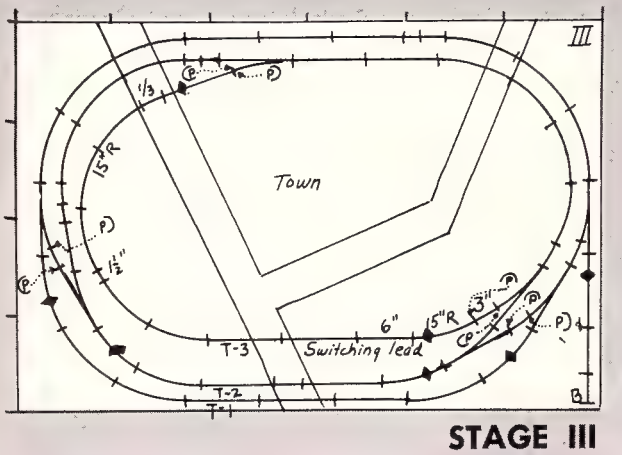
The Scintilla "Unipack" is mounted to the edge of the table by hooking slots in its base over a pair of screws which you leave protruding slightly from the edge of the table. The HObbyline pack has no provision for permanent mounting. This can be rectified, however, by drilling and bending two pieces of brass, steel, or



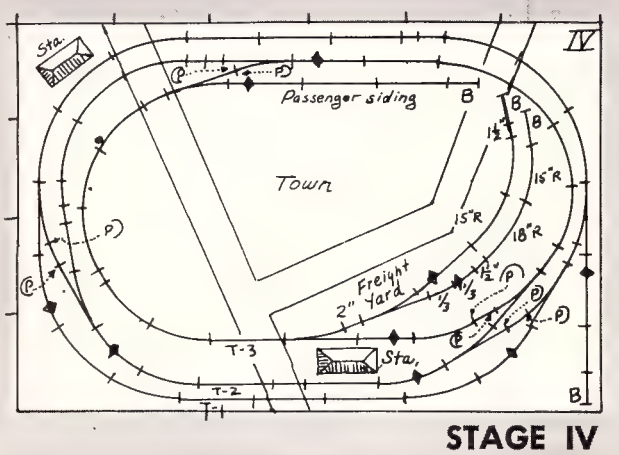
STAGE I



STAGE II



STAGE III



STAGE IV

tin-can as shown in photo. The large holes should be about 3/16" diameter and should have the same spacing as the four tapped holes in the bottom of the bakelite case. The smaller holes may be any size around 1/8" and are meant for wood screws. The L shaped pieces are fastened to the case (as one is in photo F) by four No. 8-32x1/4" machine screws which you can get at a hardware store. The lower holes are screwed to the side of the table near the bottom.

Stage IV

Stage IV, consists of completing the storage tracks—passenger siding at the back, two freight sidings at right center. These, as other tracks in stage III, are taken up after marking where you want the ballast painted, then put down again and fastened when ballast is dry.

The switch control levers (assuming you use remote control switches) are to be located at the front left corner of the layout. A snug arrangement is indicated, with the control boxes side by side. Photo G shows the seven boxes in a row, one wire connecting all the center posts. This requires that a groove be filed in each side of each bottom just above the center so that they may be screwed down flat on the table. What, only seven control boxes, but the layout has ten switches? Correct. The two crossovers between the double tracks at each end are each treated for control purposes as one switch. The two switches at the back (to yard lead, to passenger siding) may also be treated as a unit. When you turn one, you might as well turn the other, and in most cases you have to turn the other. So only one flick of the lever will be required and you will have three switch control boxes left over for other purposes.

Photo G shows the group of control boxes "on location" but not screwed down. The paired control wires are brought from each switch to the platform beneath the control boxes. The wires are there split apart for more length than would appear necessary so that the rear wires may be connected to the back (bottom in photo) binding posts of the boxes, the front wires to the front (top in photo) posts. Do not fasten down yet. The white wire shown leading out of the end of the control boxes goes to the A.C. post of one power pack. From the other A.C. post run a ground wire to the center binding posts of the various switches. It would be silly and wasteful to run separate ground wires to ten switches, many close together, so run a common ground. This is a single wire which runs to the nearest switch. Then another wire runs from the center binding post of this switch to the same post of the next switch, and from the center post of this one to the center of the next one and so on. I found that two "routes" worked out well, one being the ground for the four switches at left of table, the other for the six switches to center and right. Test the switches under power and if any wires are loose or need to be moved on the control boxes, do it now.

When all is o.k., work the wires down through the holes and screw the control boxes down. The wood screws required are not furnished with the switches, a curious omission, but I used No. 3x5/8" flat head woodscrews. No. 2 to No. 5 screws are usable, but Nos. 4 or 5 would have to be longer since they would not set down in the holes the way the smaller ones do.

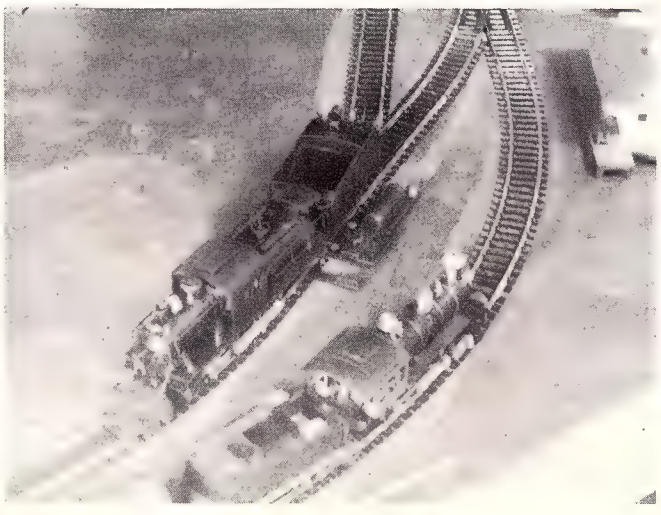
The switch machines work from the A.C. posts of either power pack, and snap over nicely. I had trouble with just one, my own fault for putting it down before the ballast was dry and gumming the works. One trouble I have is that when a switch is thrown, any train running on the outer track (to whose power pack the switch machines are wired) slows up or stops momentarily due to the high power drain of the switch motors. This is a minor inconvenience common to any such setup in scale or toy railroading. The solution is to run the switch machines (and any other accessories) from a separate transformer. Scintilla makes a matching Power Station for this purpose, but if you have an old toy transformer around or can beg or borrow one, that can also be used. Some modelers even use door-bell transformers of 16 or 20 volts.

As I said, it is not my intention to go into scenery at this time. But I will mention that my streets are made of 1/16" sheet cork sliced (by me) 4" wide with scissors. This sheet cork is amazingly inexpensive and can be bought at hobby and craft supply stores. It can be tacked or cemented down. The straight crossings at the front are made from Varney Rerailers which look nice and also serve to help put equipment on the track. The rear, curved, crossings are fitted to the track and cemented or tacked down. The curve may be obtained by putting a piece of carbon paper, shiny side up, over the rail and by rubbing the cork over it with your finger. This will leave an imprint of the curve of the rail on the reverse side as a guide to your scissors. The Varney rerailers, by the way, sit up too high when used with the 1955 Snap-Track with plastic fingers holding the rail down. You have to bevel the under edges of the center rerailer casting with a file to make it sit low enough to clear uncoupler lugs, etc. They sit down low enough as is with the 1954 Snap-Track which has the rails clipped down with steel staples.

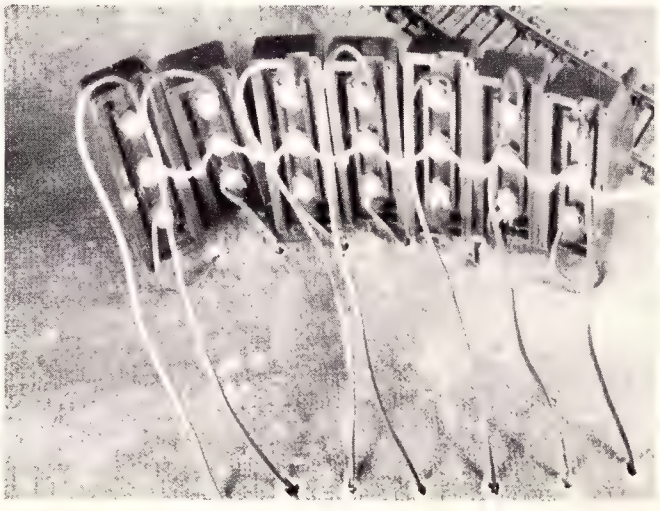
Trouble Shooting

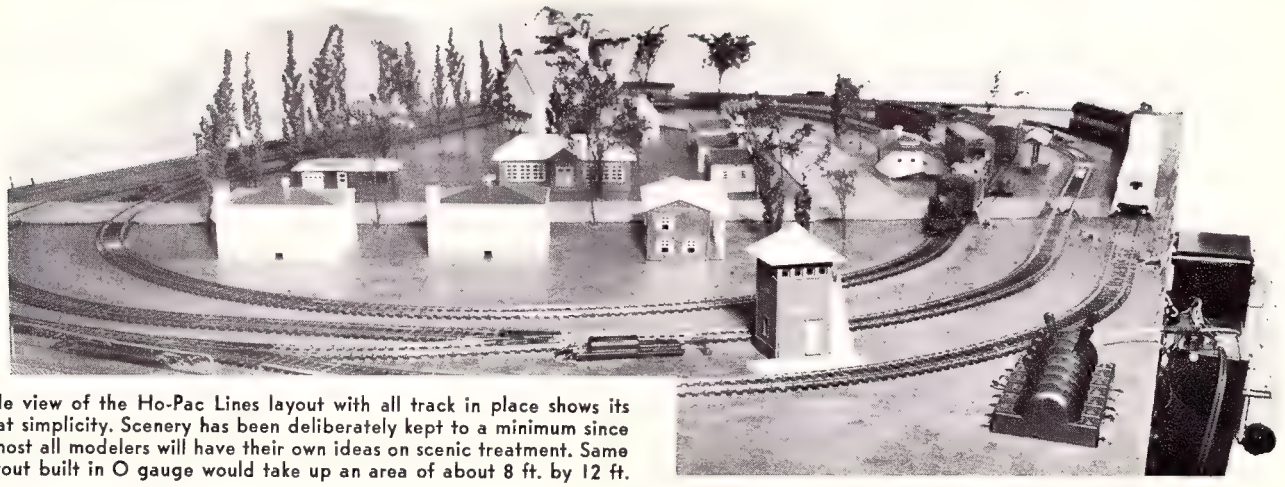
One of my first spots of trouble shooting was required when I found that my Mantua diesel would not pass through the crossovers from outer to inner track or vice versa without stalling. Yet my steam engines would (the camelback and old timer used in testing). This was because the plastic rail joiners were staggered "to the

In preliminary testing it is best to try engines out singly, to avoid the possibility of big wrecks! Temporary plastic station at right will later be site of permanent industrial plant or perhaps even a mountain.



All seven switch control boxes are shown here wired to their switches and to their power pack, but before they have been screwed down to the left front corner of the table. Note how all wires go under the table.





Side view of the Ho-Pac Lines layout with all track in place shows its neat simplicity. Scenery has been deliberately kept to a minimum since almost all modelers will have their own ideas on scenic treatment. Same layout built in O gauge would take up an area of about 8 ft. by 12 ft.

right" and the pick-up wheels of the steam engine are also staggered ahead on the right in relation to the tender wheels. But the reverse was true with the Mantua diesel. A change to left-hand advancement of plastic rail joiners let the diesel go through swell, but then the steamers would stall at the crossovers. So I had to revert to the right-hand plastic joiner ahead (no matter which way you look at it) as shown on the plan. AND then I had to reverse the wheels on the front truck and the back truck of the Mantua diesel so that their metal, pick-up wheels were on the right (when viewed from the top of the engine). This is simply done by removing four screws on each truck, lifting off cover plate, reversing wheels, and fastening plate down again.

This in turn made the diesel a maverick so that it ran backwards when other engines ran forward. The normal solution to this would be to reverse the wires to the brushes, but this would require soldering and I have to assume that half of my readers are afraid to solder. So the solution then is to reverse the magnet. Loosen screw holding magnet together, lift out central block of magnet from between pole pieces and turn it half-way around, side to side, and fasten back in again.

Another bit of trouble shooting had to do with trains stalling behind switches that were set wrong. When switches were turned, the train would proceed but there would be sparking at the switch points. Examination showed that in handling the switches I had displaced the brass piece that connects the closure rails (back of the points) with the stock (outside) rails. A little adjustment with a knife made contact here and all was well again.

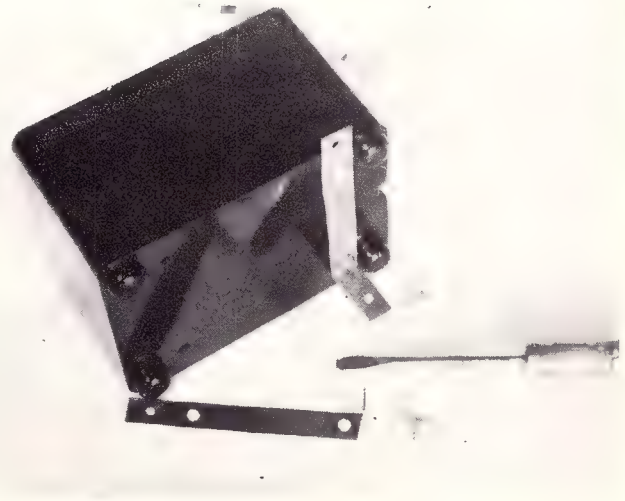
I also had trouble with BOTH power packs which is remarkable because they are of different makes. The HObbyline pack would run trains one way only—other way dead. I knew transformer and rectifier had to be o.k. to do this so looked for trouble in reverse switch. After removing top I found that one of the wires supposedly soldered to reverse switch was laying against it and apparently made enough contact to get by inspection at the factory but not after some jarring. A little solder fixed this although I proved that for the non-solderer, the wire could be squeezed against the lug which could be bent down a little and it would work o.k.

The Unipack broke down in service, again not in the electrical but in the mechanical end. I soon found that I could wind the handle round and round and the train would run only occasionally. The handle was solidly screwed to the arbor so the trouble had to be inside. When I opened the can I found that the lower end of the arbor where it passed thru the fibre arm bearing on the secondary coils had slipped and could not be tightened in any way without removal of the arm. This was made difficult by the fact that the whole assembly was riveted to the transformer.

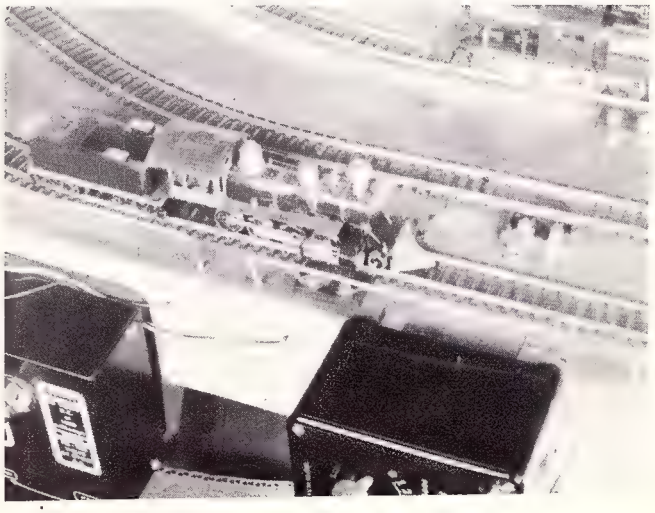
Ordinarily I would suggest that such a breakdown be referred to the factory, but since I was under a deadline I decided to fix it myself. The riveting was removed by drilling off the heads of the rivets, later replacing same with machine screws and nuts. The looseness of the fibre arm on the arbor was fixed by drilling a small hole across the end of the arbor and two small holes into the fibre arm. Into these I put a U shaped piece of wire, thus locking the fibre arm in place on the arbor.

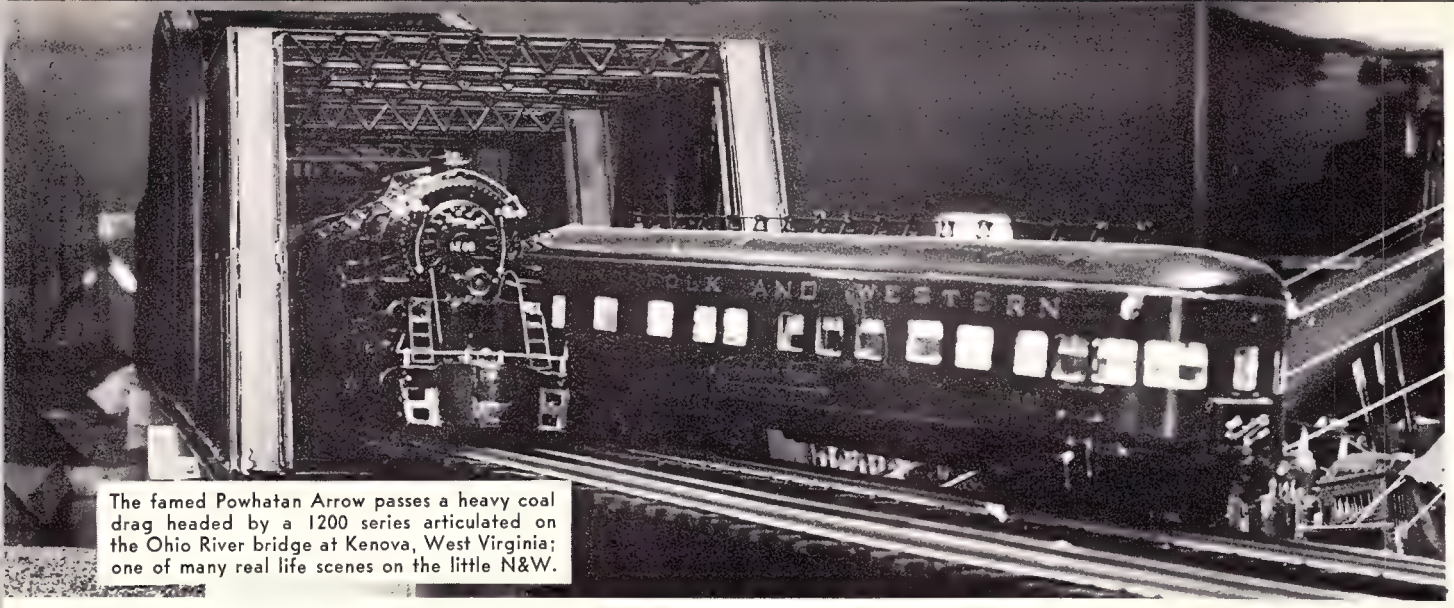
As a precaution when assembling I bolted a pair of 4-40 x 1" machine screws and nuts through the top of the cab to act as stops for the throttle handle. Obviously one of my youngsters had gotten a little enthusiastic about twisting the throttle and broken it loose from the fibre arm underneath.

The HObbyline power pack, not meant for permanent attachment to a layout, may be so attached by means of L shaped metal strips attached to the back with 8-32 machine screws; to table with wood screws.



During Stage III, the author ran with only two power packs. The Unipak controlled the outer oval, the HObbyline pack the inner oval and yard lead. All three terminal sections are visible; inner two are connected.

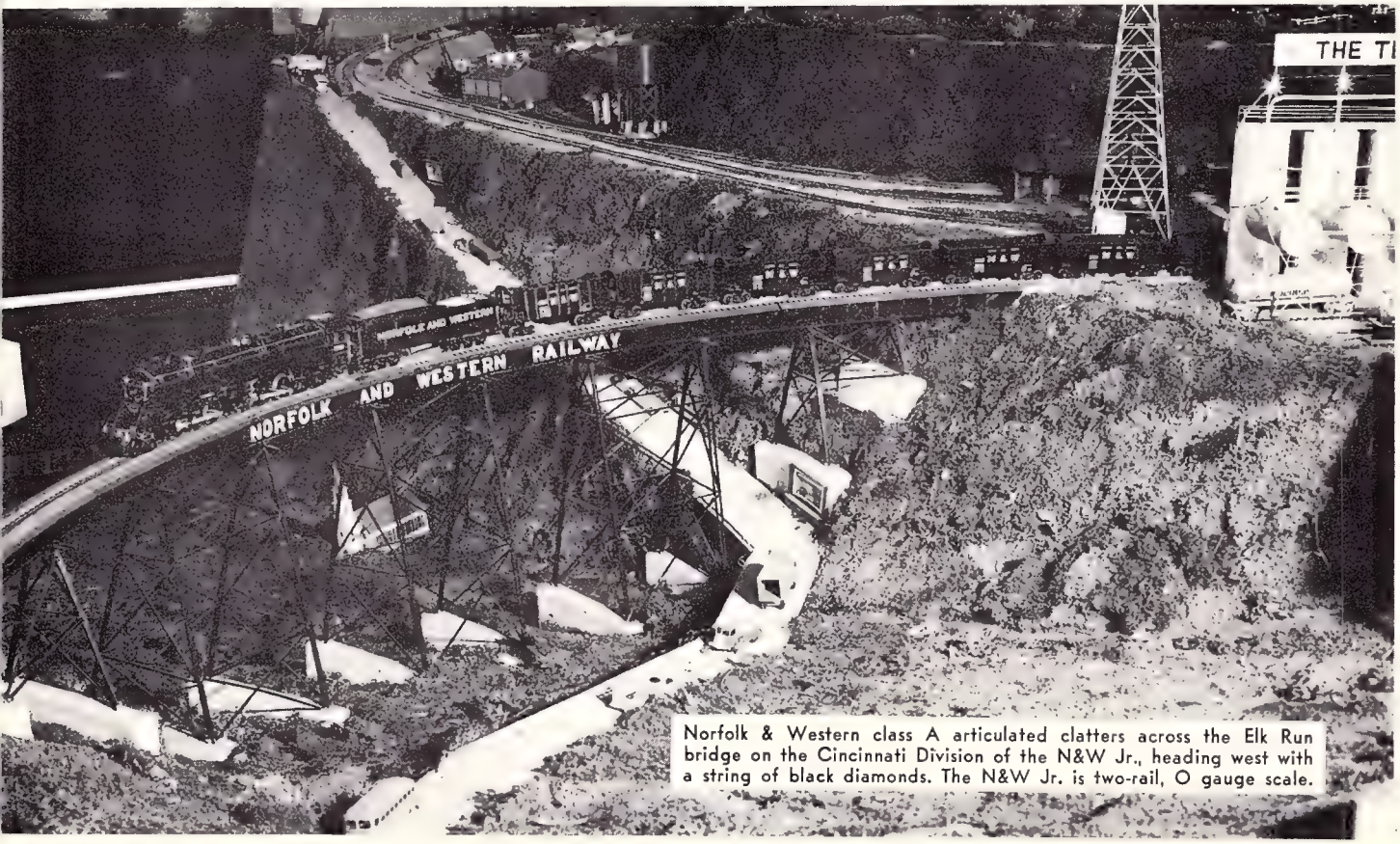




The famed Powhatan Arrow passes a heavy coal drag headed by a 1200 series articulated on the Ohio River bridge at Kenova, West Virginia; one of many real life scenes on the little N&W.

NORFOLK & WESTERN

The Norfolk & Western Jr., at Friendship, O., is an O gauge pike worth seeing. Over 4000 ft. of track, plenty of scenery, lots of rolling stock. Plenty of action, too.



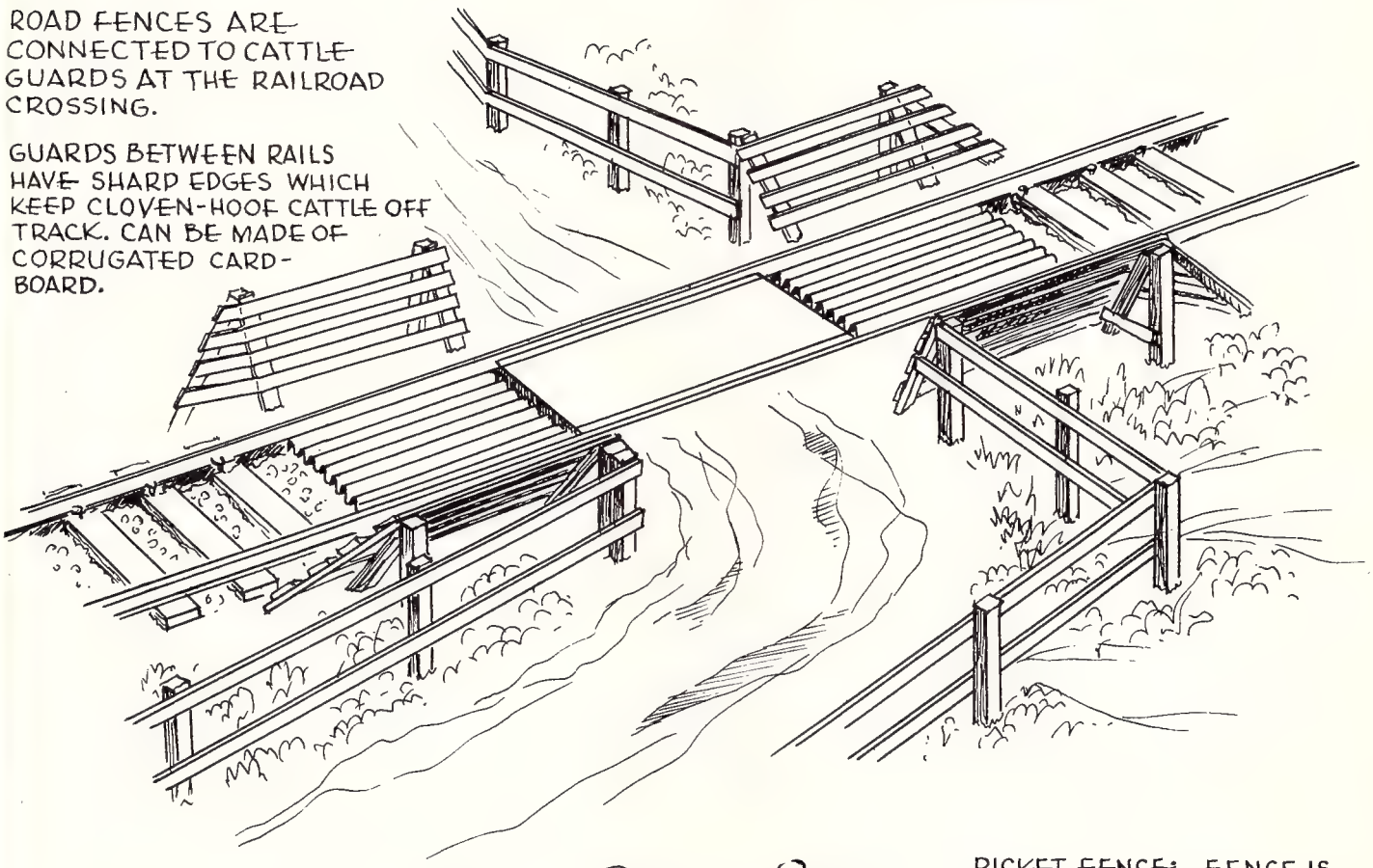
Norfolk & Western class A articulated clatters across the Elk Run bridge on the Cincinnati Division of the N&W Jr., heading west with a string of black diamonds. The N&W Jr. is two-rail, O gauge scale.

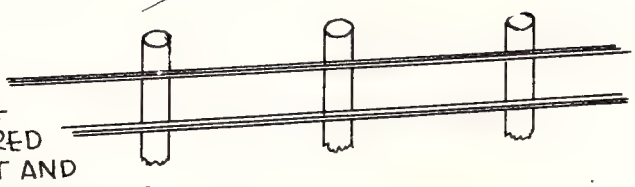
FENCES

by M. B. Wakefield

ROAD FENCES ARE CONNECTED TO CATTLE GUARDS AT THE RAILROAD CROSSING.

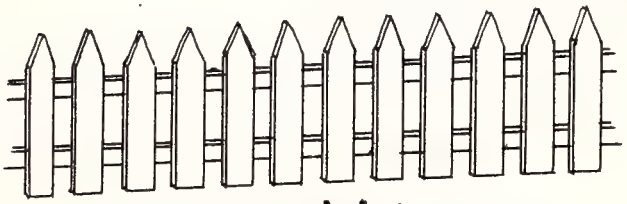
GUARDS BETWEEN RAILS HAVE SHARP EDGES WHICH KEEP CLOVEN-HOOF CATTLE OFF TRACK. CAN BE MADE OF CORRUGATED CARD-BOARD.

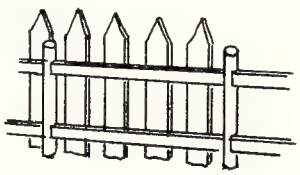




A CABLE FENCE MAY BE MADE BY STRING COVERED WITH ALUMINUM PAINT AND CEMENTED TO 1/4-INCH DOWELS.

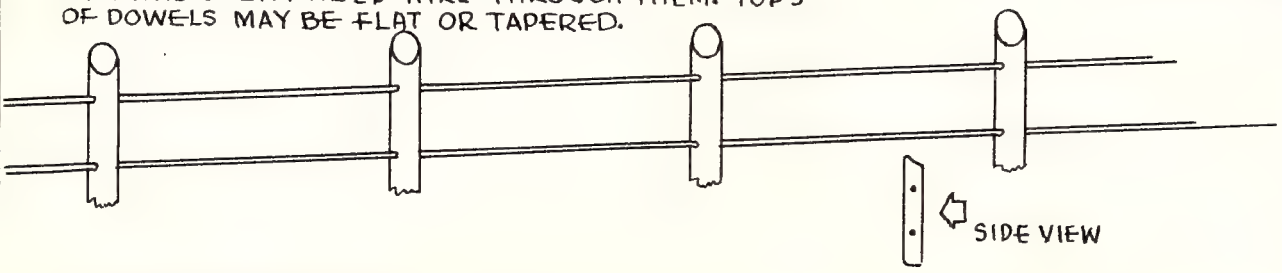
PICKET FENCE: FENCE IS MADE OF HEAVY BRISTOL BOARD, AND QUARTER-INCH DOWELS. DOWELS ARE NOTCHED TO HOLD HORIZONTAL MEMBERS WHICH ARE GLUED INTO PLACE.





BACK VIEW

PIPE FENCE: THESE FENCES, FOUND NEAR RAILROAD STATIONS, MAY BE MADE BY DRILLING HOLES IN 1/4-INCH DOWELS AND RUNNING GALVANIZED WIRE THROUGH THEM. TOPS OF DOWELS MAY BE FLAT OR TAPERED.



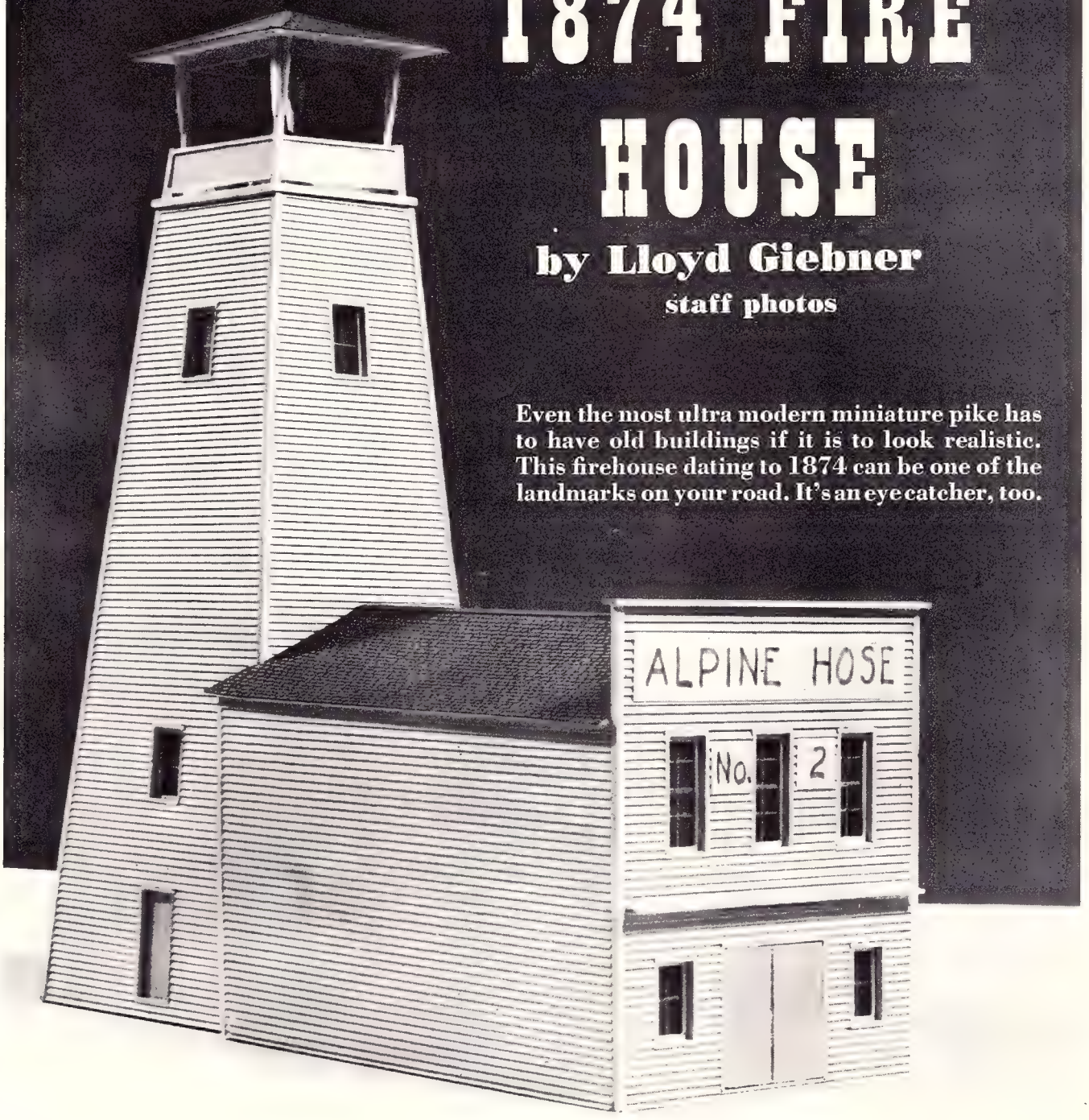
SIDE VIEW

1874 FIRE HOUSE

by Lloyd Giebner

staff photos

Even the most ultra modern miniature pike has to have old buildings if it is to look realistic. This firehouse dating to 1874 can be one of the landmarks on your road. It's an eye catcher, too.



IT was early Spring 1874. The locale Georgetown, Colorado. April of that year a little fire house with a bell tower was constructed and named Alpine Hose of fire and hose Company No. 2.

Believe it or not! Today this pint size fire station looks as old as if it were built last week and is still in use. You see, from the very beginning and all through the years it has been maintained by voluntary fire fighters and its appearance is ample proof of pride and good care.

Georgetown was a silver mining town. Its history is the history of silver and silver is a dethroned monarch of metals. In 1878 Georgetown was at its peak of population, about ten thousand. Few towns lived with more vigor and efficacy than did this proud community when silver was precious and the market permitted it to be mined.

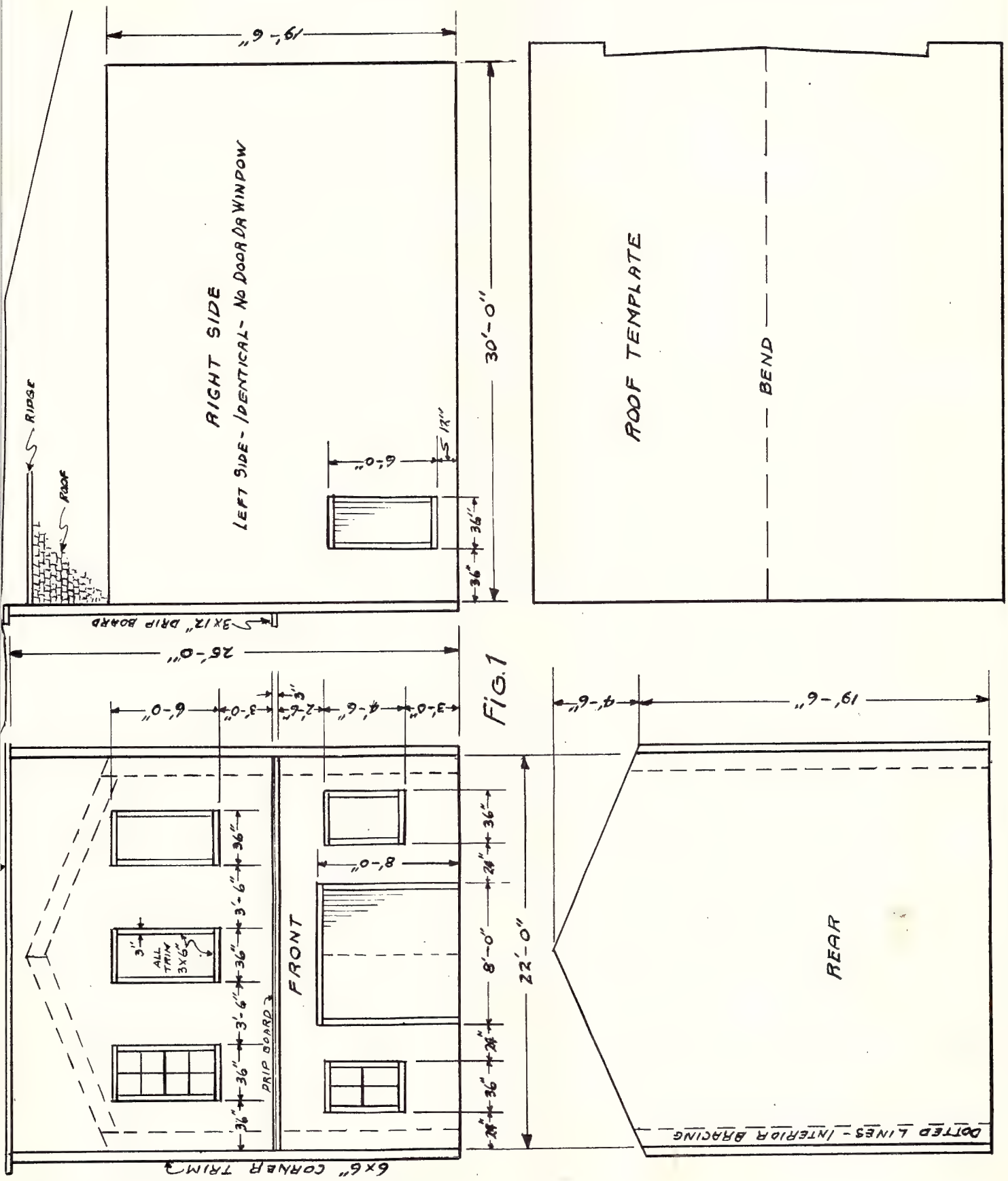
Like other Colorado mining towns, when the mines shut down the population dwindled. Today Georgetown has a population of about one hundred and fifty souls.

There are a few ghost mining towns in the immediate vicinity of Georgetown. The only evidence that a community ever existed is a few decayed timbers and in some cases only a tumbled down, crumbling fire place remains. There are a few unoccupied buildings in Georgetown that show signs of slow decay, all other frame buildings of eighty or more years standing are well preserved. The newly painted frame courthouse for instance, built in 1868, still houses the county offices and to date Georgetown remains the county seat of Clear Creek County.

Well! How do you suppose I got off on that tangent? Let's get back to the fire house. I think you will

Materials

1 sheet Walthers Red Shingles No. V174
2 sheets — 1/16" thick clapboard siding with 1/16" lap
1 length — 1/32 x 1/16" stripwood
2 lengths — 1/16 x 1/16" stripwood
1 length — 1/32 x 1/8" stripwood
2 lengths — 1/8 x 1/8" stripwood
Small piece of celluloid
1 tube of KWIK-STIK white glue.



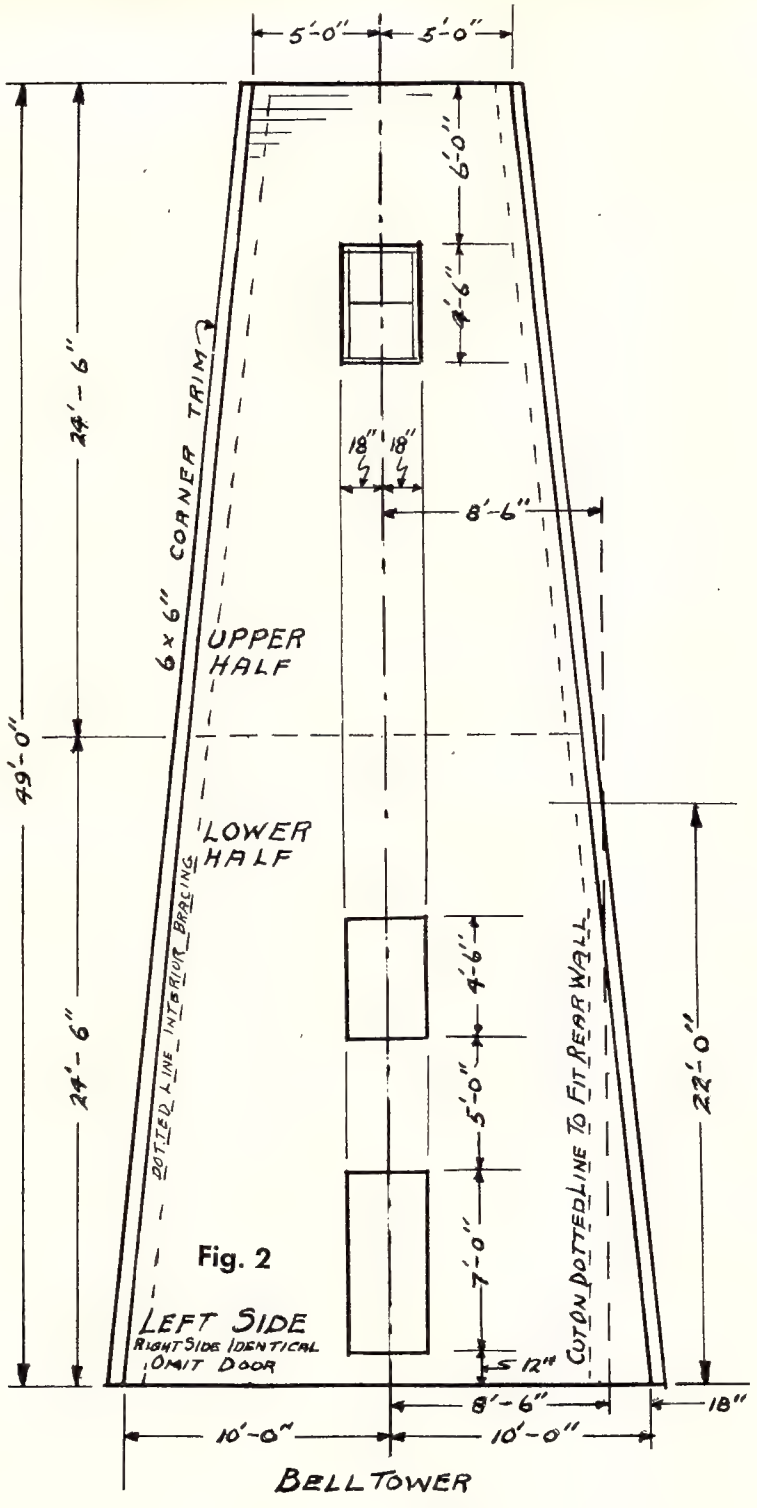


Fig. 2

agree that this little old time fire station, with its lofty bell tower, its tiny bell and bell rope wheel, has that certain domination and charm that other buildings of its size do not possess.

It only takes a couple of evenings to model this little charmer, and too, it is constructed of the ever popular and famous Northeastern milled bass wood. Again for the benefit of my friends in remote areas and to those whose dealer cannot supply, order direct from Northeastern Scale Models, Inc., Box 100-G, Ballard Vale, Mass.

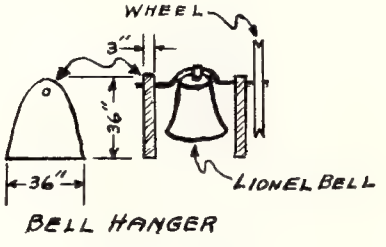
Since the Old Western Village of Gila Bend appeared in print of the October 1955 issue of R.M.C. I have had several requests to do an old time church. So! Next month I'll give you a construction article of a wooden church that just recently celebrated the congregation's 100th birthday. You have probably guessed, its the little brown church near Nashua, Iowa.

The dimensional drawings for the project at hand are in feet and inches to fit all gauges.

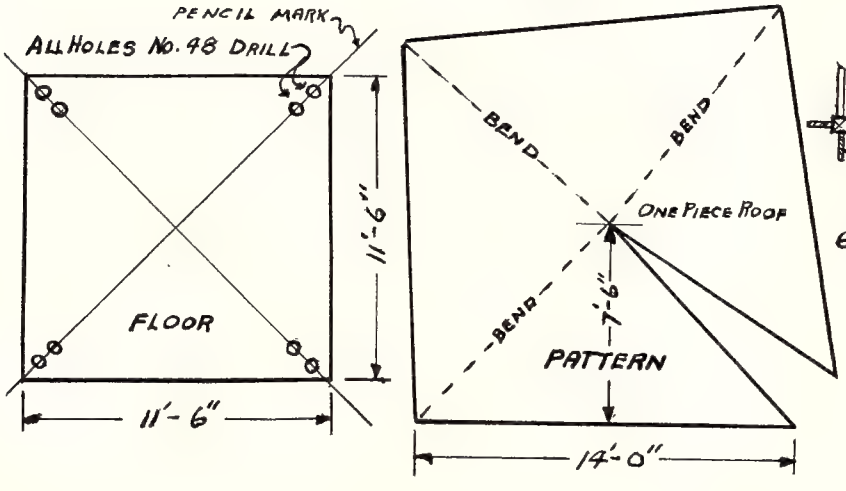
I recommend this particular glue for this project because the excess glue can be wiped off the siding with a damp cloth and does not blemish the wood. If your dealer cannot supply order direct from K & B Products Co., Washingtonville, New York.

Construction

Fig. 1—Clapboard siding is used on all walls. Take a sheet of the siding and cut out the front and rear wall according to dimensions. Cut out door and windows according to detail of the front wall. Cut 3 x 6" trim (1/32 x 1/16" strip) to fit door and windows and glue in place. Add the dotted line interior bracing (1/8 x 1/8 inch strip) to the front and



Details of Belfry



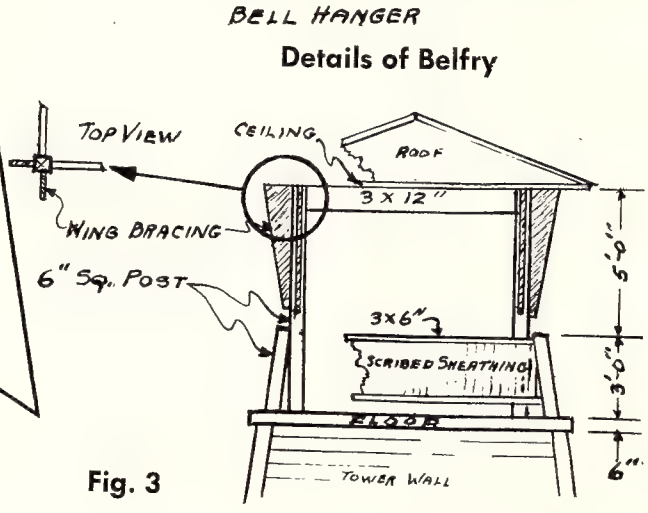


Fig. 3

rear wall only. Now place the two walls face down and glue on the 6 x 6" (1/16 x 1/16 inch strip) corner trim. Add the 3 x 12" (1/32 x 1/8 inch strip) drip board and the top coping to the front wall.

Next—cut the two side walls according to dimensions. NOTE: The left wall does not have any door or windows, only the right side wall has a single door. So, cut door in right side wall according to detail, then add a scrap of scribed sheathing with 1/32 inch line spacing for the door, also use the same scribed material and add the double doors to the front wall.

Assembly of walls—add glue to interior bracing only and press side wall in place. IT IS ADVISABLE to glue only one corner at a time—push your square up against the walls and let dry thoroughly before proceeding to the next. Use square on all four corners. Add additional interior bracing if you think it is necessary. Cut a roof ridge strip to fit and glue in place—use 1/8 x 1/8 inch strip for the ridge.

This portion of the assembly can now be painted white or any color of your choice.

Windows—Cut small pieces of celluloid to fit behind window frame—scratch lines on celluloid (as illustrated) and glue in place.

A roof template has been provided for HO gauge — using Strathmore board No. 10 or just any stiff cardboard not over 1/32 inch thick—cut the roof piece, bend on dotted line and glue in place. Add the red shingles and the ridge—set aside.

Fig. 2—The Northeastern clapboard siding measures 3-1/2 inches wide, equivalent to 25'—6" HO scale feet. Therefore the bell tower wall is made up of two pieces, namely upper half and lower half. I wouldn't advise you to cut each piece separately and then try to fit them together. Here is the way I did it.

Make a cardboard template of the bell tower wall full size. DO NOT include the corner trim. To make template draw center line on the cardboard, measure the height of the bell tower on the center line—draw lines—then follow through according to dimensions on each side of the center line—draw location of windows and door according to dimensions on the template—cut out and you have the template for the bell tower walls.

Cut a sheet of clapboard siding in half, which gives you two pieces twelve inches long, trim width of siding to 24'—6" being sure that the boards match on both sides.

Place the two twelve inch long sheets face down on the table—push together—lay template on the back side of the sheets and pencil mark around template and windows and door—lift off template and cut out the tower walls. Cut out the left side first and mark on the back of the upper and lower halves "left side,"

Precision wood siding is the primary constructional material used in this old firehouse. The roof shingles are specially printed Walthers building paper. Bell in tower came from Lionel O gauge engine; scales out just right. Painted white, the structure will fit in on any layout.

now finish the wall — glue both halves together, allow a few minutes to dry—add the 6 x 6" (1/16 x 1/16 inch strip) corner trim—when dry add the (1/8 x 1/8 inch strip) interior (dotted line) bracing. Apply interior bracing to the left and right side walls only. Now make up the right side wall. It is identical only opposite hand and omit the door. When you have finished the two walls and the glue has thoroughly dried, trim off the lower right hand corner of the left side wall according to the dotted line detail. Also trim off the left hand corner of the right side wall—both walls are identical only opposite hand. Make up the front and rear walls. Then before assembly cut the 3 x 6" (1/32 x 1/16 inch strip) window and door trim to fit and glue in place. At this point paint the walls white. Scribe the celluloid windows and glue them in place—to make windows translucent sand the inside surface of the celluloid. Glue all walls of the bell tower together. Of course the lower half of the front wall extends only 2' x 6" below the upper half. Allow time for assembly to dry.

Fig. 3—Cut the belfry floor according to dimensions — draw pencil marks very lightly as illustrated and glue floor piece to top of tower. Allow plenty of time for glue to set.

Using a No. 48 drill, drill the eight holes in the floor as illustrated, being sure that the railing posts are drilled at a slight angle—see illustration. Cut the 6 x 6" (1/16 x 1/16 inch strip) railing posts about four scale feet long and glue them in the outside holes, leaving 3'—0" above floor.

Railings are made up of 1/32 inch thick scribed sheathing with 1/32 inch spacing. Cut strip about two scale feet wide and glue 3 x 6" (1/32 x 1/16 inch strip) strips to sheathing as illustrated. Cut railing to fit in between the corner posts and glue in place.

Cut the roof support posts and glue in place—then cut the 3 x 12" (1/32 x 1/8 inch strip) tie boards to fit and glue in place. Also glue the wing bracing (see top view) in place. Paint this portion of the belfry white.

Belfry Roof—This is a one piece cardboard roof usually made of No. 73 Strathmore board. Make a pattern of one side according to detail and use this pattern to fashion the roof—cut out—scribe dotted lines and bend to shape—glue open ends together. Cut a cardboard ceiling 13' x 6" square and glue to underside of roof. Add the red shingle and roof ridge. The shingles cannot be cut in one piece, so, use the pattern—cut four separate pieces to fit roof and glue in place. Add ridge.

Bell and Hanger—The bell is a Lionel quarter inch scale and must be this size to show up in the belfry. The wheel is a Dyna-Model wagon wheel with a groove filed in the wheel tire. The bell hanger is strip wood. Cut hangers according to dimension — assemble as illustrated and affix in the belfry. Add the bell rope and your fire and hose house is finished—this is done by drilling two No. 75 holes in the floor to each side of the wheel and then push a small length of No. 36 wire into the holes and over the wheel.

MKT 0-8-0

PART 2 OF 2 PARTS

BUILDING THE LOCOMOTIVE

by Bill Schopp

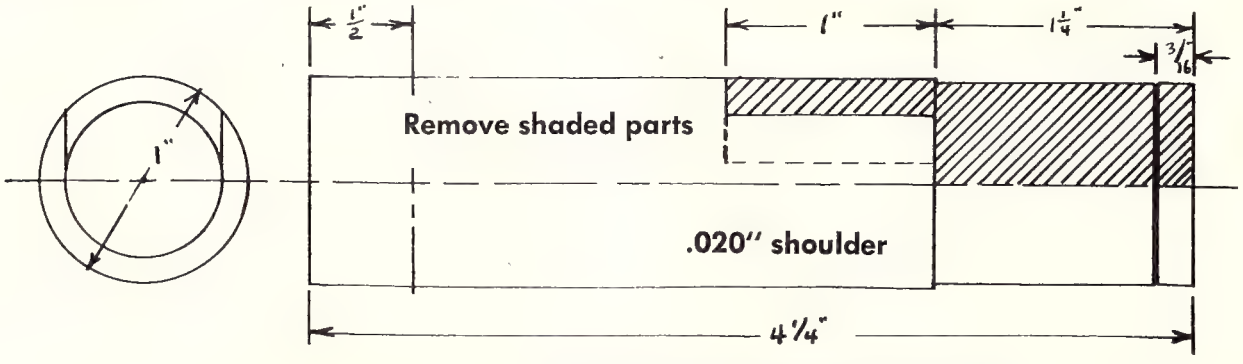
Model photo by Samuel Skean

AN 0-8-0 switcher of any kind has never been available in kit form unless you count the large wheeled Varney consolidation minus lead truck which was sold in the long ago. To my recollection no 0-8-0 switcher has even been written up as a construction article in a model magazine. Yet such a switcher was important on some roads in the age of steam for heavy switching work, particularly around a hump yard, but anywhere heavy cuts of cars had to be moved with dispatch. I had had one in mind for a long time when I saw in the December 1939 issue of this magazine a ¼" scale blueprint of the M-K-T switcher herein described, which might be described as a plumber's delight with all kinds of piping hung on the outside. By the time I added overtones of an Indiana Harbor Belt Line 0-8-0 this model became one of the most powerful looking I have ever seen or built, a belief concurred in by all who saw it, and I hope by you.

The frame construction has been described in the article on Channel Brass Frames in the Nov. 1955 RMC. The valve gear, which you will be able to do without temporarily, will come later. The boiler turned out to be a brass-pipe cinch, since the makers had kindly made it 87" in diameter, exactly 1" in HO scale. For this I bought a ¾" brass pipe nipple at a local hardware store for 69c. This has walls about ⅛" thick and is swell for boiler material. I had a friend who has a lathe cut off the threaded portions, cut it to length, turn the shoulder where the firebox overlay will come, saw the groove around the back which will keep the cab located, and scribe the top and bottom center lines (for convenience). This is elementary lathe work and you should be able to persuade some friend with a lathe, even if lacking in know-how, to do the work for you. If not, it can can be done by hand with care, a saw and a file. No turning is required on the boiler. First cut off bottom of firebox, then file the shoulder around and saw the groove.

Once you have the boiler, provision must be made for mounting it at the front. Measure back ½" at the top and drill and mount a stack. This should line up with the center line of the cylinders. For the Varney cylinders I suggest, the 4-40 tapped mounting hole is on the bottom somewhat forward of the stack. See how handy the prescribed boiler center lines are? When you screw the boiler down with the motor in place, you will find that the motor lifts the back of the boiler up a little (I have assumed that you have cut the bottom out of the firebox area to clear the motor). This can be fixed by filing grooves inside the rear of the boiler where the motor impinges. The motor polepieces themselves may also be filed, altho I did not find it necessary. Try to get the boiler level using the front hold-down screw up through the cylinders and the support of the motor at the rear.

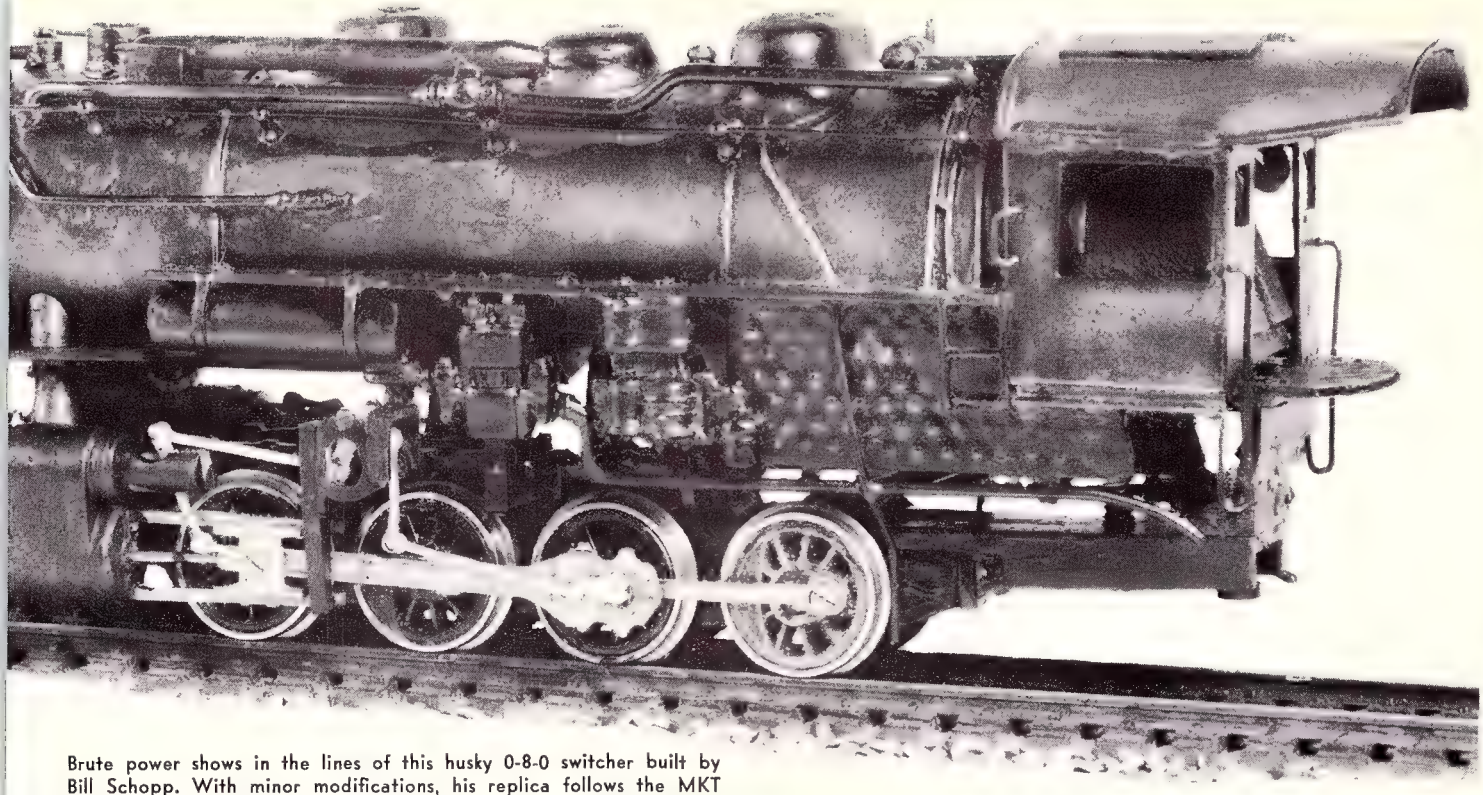
The firebox overlay should be first made of paper to get the pattern. Then cut from thin brass or copper and solder in place. I made the stay bolts, so noticeable at the bottom, with an automatic center punch. The cab is made according to the measurements on or obtainable from the plans appearing in the Nov. 1955 issue. Mark them on .020" or so brass and cut out the windows with a jewelers' saw. Just be careful that the radius cut at the front to let the boiler in is that of the bottom of the groove you cut in the back of the boiler rather than the outside diameter of the boiler. I put on the front of the cab first, lining up center lines for it and the top of boiler. This was soldered to the boiler inside. Then I added the sides, the back, the roof, and the floor parts in that order. The back need not come down to the frame at this stage, but later may be



Scribe top and bottom center lines

Boiler ¾" brass

Pipe Nipple



Brute power shows in the lines of this husky 0-8-0 switcher built by Bill Schopp. With minor modifications, his replica follows the MKT version. There are no 0-8-0 switcher kits available in HO at present.

extended with some brass angle or channel which may be tapped for a combination hold-down and tender drawbar screw. The firebox is soldered to the cab and the boiler by tacking at inconspicuous places.

No commercial boiler front is really correct with the lower than center cleanout door, but I just went ahead and used a Varney front. Put a dam of modeling clay in the hole for the front boiler mounting screw, then up-end the boiler and fill the whole front end full of molten lead, solder, or type-metal to give weight for traction appropriate to the DC-71 motor.

The running boards are pieces of 1/32" x 1/8" brass (Special Shapes) soldered to optical screws into the boiler, which have had their heads cut off. Air-tanks are pieces of 1/4" diameter brass tubing or rod attached to underside of the running board with straps. Air-pump is Varney or Kemtron and is attached with optical screws down through the running board. Elesco feedwater heater pump (Warren) is similarly attached. Foot shelf under cab is 1/16" x 1/16" brass angle (again Special Shapes) soldered in place. The front end of this is extended beyond cab and piece of ladder stock is used to connect with running board on that side.

Domes are George Stock's white-metal domes, meant for a K-4, 25c each. You need two sand, one steam. The front sand dome is cut partly away to permit the outside location of the "dry pipe" which gives the engine part of its powerful appearance. All domes are attached with screws countersunk into the top. The box behind the stack into which the dry pipe runs is formed from light sheet brass soldered into slots in top of boiler. The dry pipe itself, back to sand dome, is brass or copper tubing. Turret in front of cab is also formed of light shim brass and soldered in place. Other pipe running from it to smokebox is heavy wire. Pipes run down from the turret and then are presumed to run below the running board to the air pump, feedwater pump, power reverse, etc.

Feedwater heater piping is according to the Warren booklet. Ditto the injector on the right side. Rather than making heavier piping in continuous runs, make inconspicuous soldered "elbows" under the boiler in fitting the pipe. Sand pipes at rear are normal. However, at front, both pipes are down the right side from the off-set dome, one ducking under the boiler (in theory only on the model) to the left front wheel. The Warren power reverse is soldered to a strip of shim brass which is optical-screwed to the boiler. Front-end throttle can be Warren castings or your own. Note that one rod passes through front sand-dome.

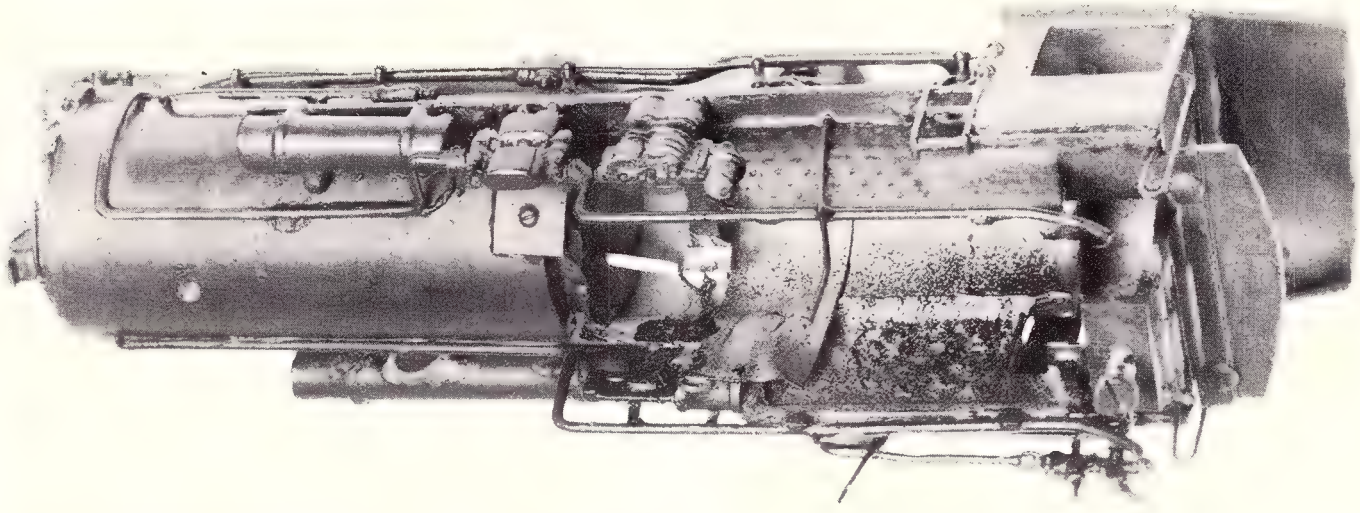
Do not yield to that impulse and attach Elesco heater bracket into the single screw hole meant for the bell on the Varney boiler front. Rather drill both sides of the bracket and drill two new screw holes so as to securely attach the bracket with a pair of optical screws. The heater itself can be wedged into the bracket and will be held in place by the various pipes which can be soldered into it. My marker lights are Lindsay, my headlight and bracket Kurtz-Kraft. To get wire from headlight back to motor I ran a long hole through the boiler weight and the wire through that hole. Note that prototype had headlight below boiler center line.

In order to avoid soldering wire from superstructure (headlight) to chassis (motor), I rigged up the contact device shown in under-side photo. A portion of fibre or wood is shaped to fit inside the boiler and attached with optical screws. A spring brass contact is soldered to another optical screw and to this the ungrounded headlight wire is run. Another contact is rigged with solder to the top of the ungrounded motor brush and these must be arranged to contact each other and not the superstructure. You will note in this photo some Scotch Electrical Tape set inside the firebox to keep the brushes from grounding out on the superstructure, since clearances are close.

There are various handrails around the cab which can be made from .020" steel wire which hobby stores usually sell for model flyboys. Use short handrail posts along the boiler.

The chassis photo shows some of its detail. There is a 1/8" square pilot beam soldered to the front of the frame, and steps cut from 1/8" x 1/4" Z section (Special Shapes) are optical screwed to the underside of this. Warren steps could also be used. A crossbar is soldered or screwed on behind the pilot beam and a pair of Kurtz-Kraft engine steps are soldered to this. I went to work and sawed off the steam pipes from the Varney cylinders and installed new ones of tubing with the forward look which these MKT switchers have. The front running board sections fit around these with the help of a file and are soldered to them as well as to the tops of the engine steps making a fairly substantial assembly.

The tender shown in the photo is fairly close to the one used with the prototype, it being the tender meant for the Model Die Casting Atlantic, re-equipped with passenger trucks. A cab tender deck is riveted to a piece of brass angle soldered to the back of the cab.



Method of building up boiler is shown in photograph above. Entire front section is loaded with molten lead for extra traction. Loco is powered with Pittman DC-71 motor, giving the model plenty of power.

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●

▸ Generally speaking, the exact type of trucks you have under your freight cars does not matter. However old timers should be mounted on arch-bar or Fox trucks. On a modern railroad, arch-bar trucks are not permitted to be used in interchange service with other lines, which limits them to work train or very limited revenue service. Occasionally a car may be seen with two different types of trucks.

●

▸ Some freight cars and almost all engines have little dimples in the lower corners of the ends. These are poling pockets or sockets. Although seldom used nowadays they once provided a means of switching cars on an adjacent track. A pole was placed in the socket on the engine and rested in the socket of the car on the next track. The practice is now just about obsolete although here and there you may see at least a picture of a pole hanging under one side of a steam train's tender.

●

▸ Some railroads at one time had poling yards to switch cars around. However the current methods of switching at yards are either by "flat switching" or by gravity on a hump. A model hump yard is a dubious proposition, requiring some experimentation.

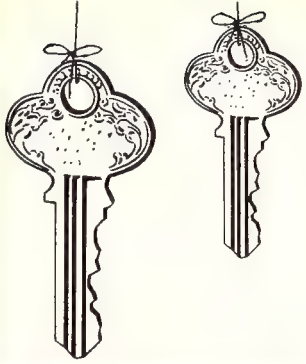
●

▸ If you do not have the proper car to serve your industry, almost anything will do, within reason. Cement may be carried in clean box cars, covered hoppers, or even in reefers (when bagged). Coal has even been carried in box or cattle cars.

●

▸ Ore cars are no longer seen exclusively in the iron or other ore country. Solid trains of them are run to carry ore from Baltimore and Philadelphia, brought from Venezuela by boat, to the steel production centers farther inland. Regular hopper cars are also used in this trade but are not filled to the brim since ore is much heavier than coal.

●



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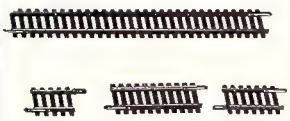
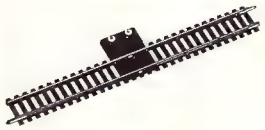
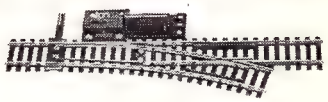


STRAIGHT SNAP-TRACK
6", 3", 2" and 1½" sections
25c ea.

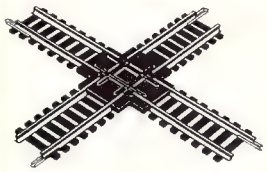
CURVED SNAP-TRACK
15" RADIUS
Full or ½ Sections — **25c ea.**
18" RADIUS
Full, ½ or ⅓ Sections --- **25c ea.**
22" RADIUS
Full Sections Ony — **25c ea.**



Snap-Track
TERMINAL SECTION
75c

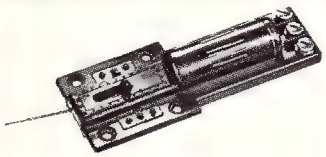


Completely Assembled
SNAP-SWITCHES
MANUAL
R.H. or L.H. — **$2.95**
REMOTE CONTROL
R.H. or L.H. — **$4.50**

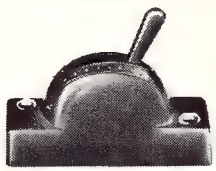


90° SNAP CROSSING
$2.25

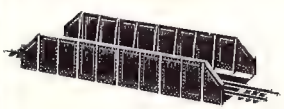
Snap-Track
BUMPER
49c



"HO" Gauge
SWITCH MACHINES
Manual ——— **$ .60**
Remote Control——— **1.75**



SWITCH CONTROL BOX
75c



GIRDER BRIDGE
with built-in Snap Track
$1.75

"HO" Gauge
CURVABLE TRACK
3 Ft. Section — **75c**

Completely Assembled
"HO" SWITCHES
Nos. 4, 6 or 8 R.H. or L.H. **$1.95**

"HO" Gauge
SWITCH KITS
Wye, 4, 6 or 8 — **$1.25**

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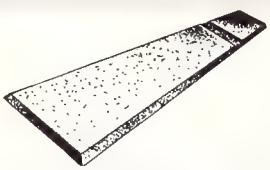
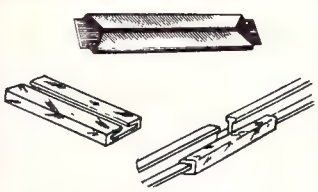
"HO" CROSSINGS
)° — **$1.75** 60° — **$2.25**
5° — **2.25** 30° — **2.50**
18° — **$2.50**



"HO" CORK ROADBED & SWITCH BLOCKS
Roadbed for 3 Ft. track section — **35c**
Switch Blocks for Wye, 4, 6 or 8 — **35c**



Brass & Plastic Insulating
RAIL JOINERS
"HO" Brass Joiners — **50c**
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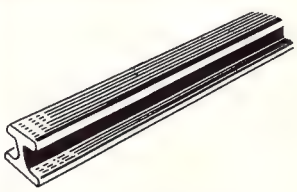

"HO" Gauge
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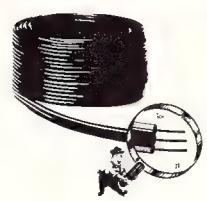
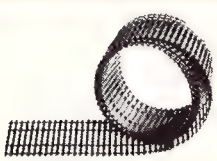


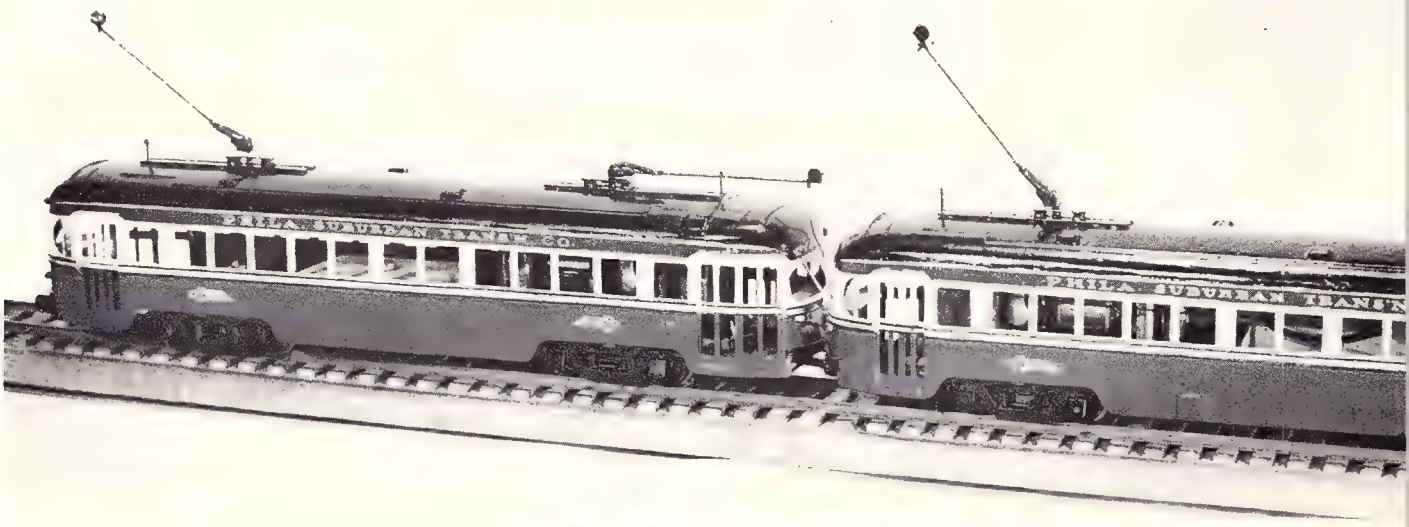
All Gauge
HOOK-UP WIRE
Conductor — 72 Ft. — **$1.25**
Conductor — 36 Ft. — **1.25**
Conductor — 24 Ft. — **1.25**



TIE STRIP
25 Ft. Fibre — **$1.50**
DOUBLE TIE STRIP
10 Ft. Fibre — **$2.50**
SWITCH TIE STRIP
10 Ft. Fibre — **$2.00**

ATLAS

ATLAS TOOL CO., 413 FLORENCE AVE., HILLSIDE, N. J.



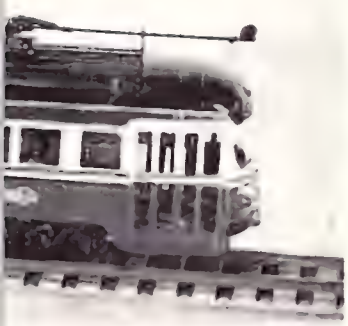
ABOVE: George A. Krauss, of Ivyland, Pa., built this pair of modified PCC cars from plans supplied by St. Louis Car Co. HO cars have brass sides, ends, and parts, with wood roofs. Power truck is scratch built; Pittman DC-60 powered.

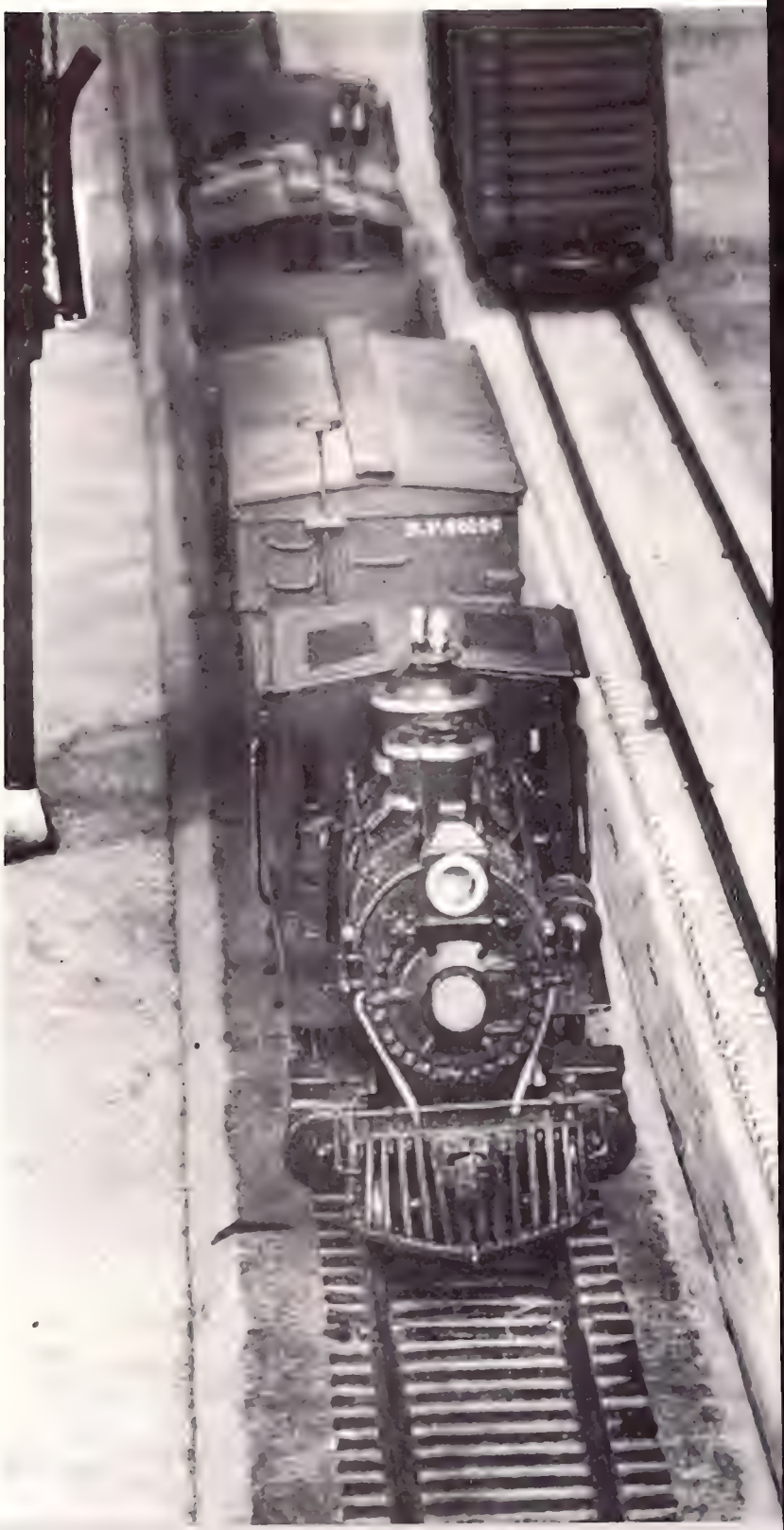
RIGHT: Childhood memories provided inspiration for this attractive freight station. Built by Al Marvin, of Milwaukee, for his HO Beer Belt Lines, it was built from scale pine wood, paper.

FAR RIGHT: John C. Parker and his camera were soot covered as HO consolidation passed under bridge. Unusual perspective in this view.

BELOW: A view of the Westridge station on O gauge layout of Houston Model Railroad Club. Semaphore is full working with nichrome wire supplying movement. Photo from J. B. Fischer.

YOUR NABORS PIKE





RAILROAD MODEL CRAFTSMAN

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report on International Japanese Electro Motive Diesels

FT – F-3 – F-7 – F-9

No. 2 in a series

INTERNATIONAL'S lineup of HO Electro Motive diesels is unique in that they are the only firm at present offering all four basic Electro Motive designs: the FT, F-3, F-7, and new F-9. These locomotives are Japanese imports.

The four diesels are basically all the same unit and all have the identical chassis and power truck. At least one of the four variations can be lettered for almost every major railroad in the United States and Canada. In addition, many roads operate two or more of the designs.

Unlike almost all other cab units on the market, this series of HO gauge locomotives is constructed of heavy gauge sheet brass. The locomotives are available in both kit form and pre-painted and lettered, ready to run.

Body details vary with the four units. The FT has the characteristic four porthole windows, closely spaced, on the side of the body, with open grillwork above the windows. The F-3 has three rather widely spaced porthole windows. The F-7 has only two porthole windows, widely spaced, with a long grill above the windows rather than the open grillwork. The latest model, the F-9, retains the twin porthole windows but features new type screening plus new exhaust vents on the side. Roof detail is similar on all units except on the FT model.

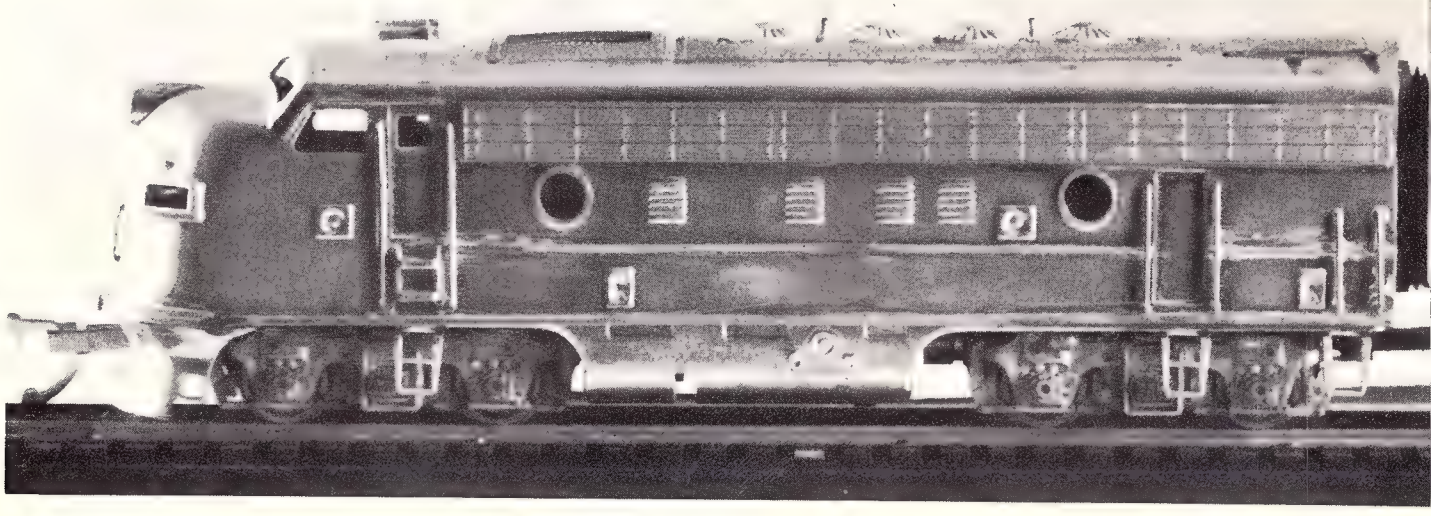
The kit features screwdriver assembly with almost all soldering done for the builder at the factory. Soldering to be completed by the buyer consists of solering lead wires from the headlight to the motor, and also soldering two grabirons to the front of the locomotive. All other handrails and parts are soldered for the builder. The headlight actually lights, the bulb being the headlight and this barely protrudes from the headlight casing.

Only the A unit is powered, the B unit being a dummy. The 5-pole permag motor is mounted on the rear truck, power being transmitted by means of two spur gears. A fiber gear is mounted on the motor shaft, a brass wheel on the motor truck driving shaft. 8-wheel drive is standard, there being a flexible rubber tube connecting the two motor truck drive shafts. Power is transmitted to the driving wheels by means of worm and gear. Our test model A and B unit easily took an 18" minimum radius curve.

The gear box is die cast of a zamac type metal, with brass bushings. The diesel is powerful. Our 8-wheel powered A-dummy B combination hauled 14 cars up 4% 26" radius curve without difficulty.

The engine is heavy. The powered A unit weighs 19 ounces. The dummy B unit weighs 9 ounces without a weight. (Average freight cars weigh from 2 to 4 ounces). One of the annoyances of operating dummy B units becomes readily apparent. The single powered A unit will pull a longer train of freight cars than will the powered A—dummy B combination. For average operation, this is of no importance.

A fiber drawbar connects the A and B unit, leaving the units semi-permanently attached. Japanese auto-couplers, imported by International under the trade name "Kupeeze" are mounted on the front of the A unit and rear of the B unit. It would be simple to replace the Japanese couplers with any other type, should you prefer. A brass base plate provides a place to screw, solder, cement, or otherwise affix a standard



coupler pocket. The Kupeeze coupler resembles quite closely the American Baker design but is reversed. It is a simple time tested design, working in much the same manner as Mantua auto-couplers.

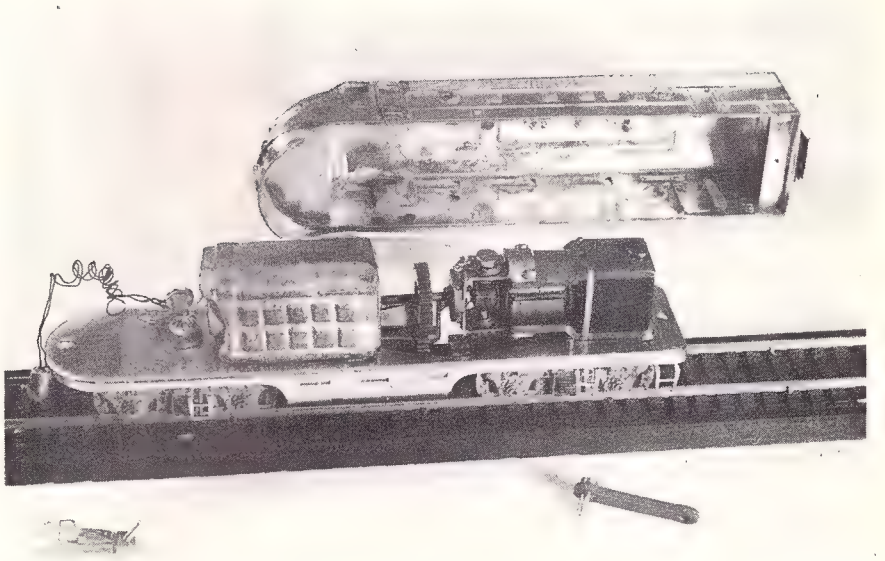
Three rubber end door diaphragms are provided. No acetate strips are provided for the nose number boards although these are quickly fashioned by the builder.

The corrosive action of the long sea voyage from Japan has long been a problem insofar as fabricated steel parts are concerned. Improved packaging in polyethylene bags has eliminated this problem to a great extent so that the Japanese motors are now free of rust. Driving wheels on the diesel are turned from a nickel type metal that looks good and is rust free.

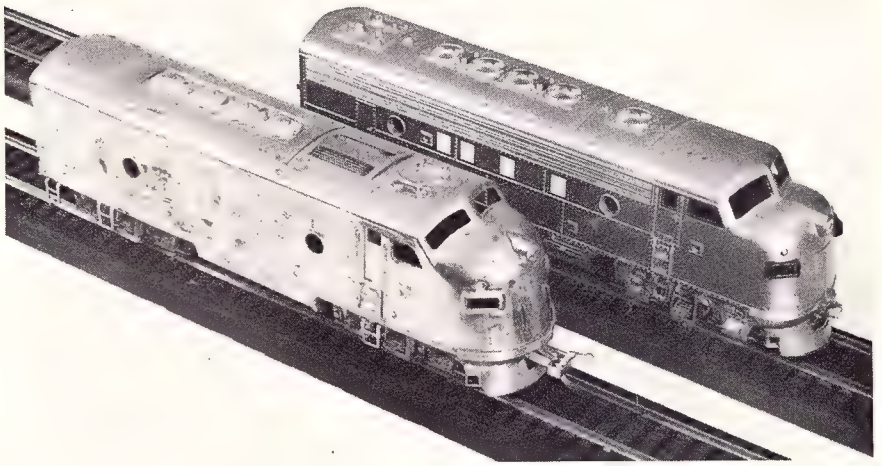
Replacement parts are available at nominal prices from the importer and are listed in their catalog. Replacement parts available include new brushes, gears, headlights, airhorns, truck frames, and gear box parts. These are the parts most likely to develop trouble. We have not experimented with insertion of either a new American motor or an American built motor truck into the Japanese chassis but presumably this could be done if desired. Our test diesel operated perfectly through both Atlas and Tru-Scale switches. A weight is also included for the dummy B unit for better tracking but our own unit operated well either forward or backward without the weight. Sharp curves might make the weight desirable although it will reduce the pulling capacity somewhat.

Certain of these Electro Motive models are also available from other importers under the Tenshodo tradename (notably Pacific Fast Mail). While basically identical in construction, they may vary in constructional details.

No. 1—HObbyline Alco HO diesel appeared in RMC. Sept. '55.

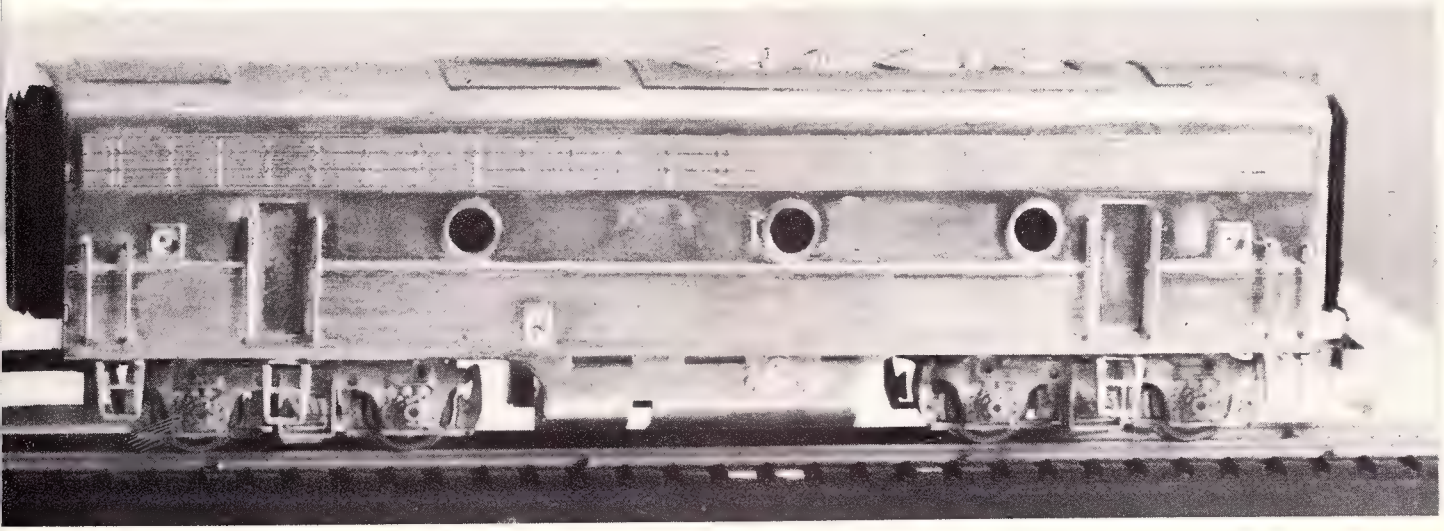


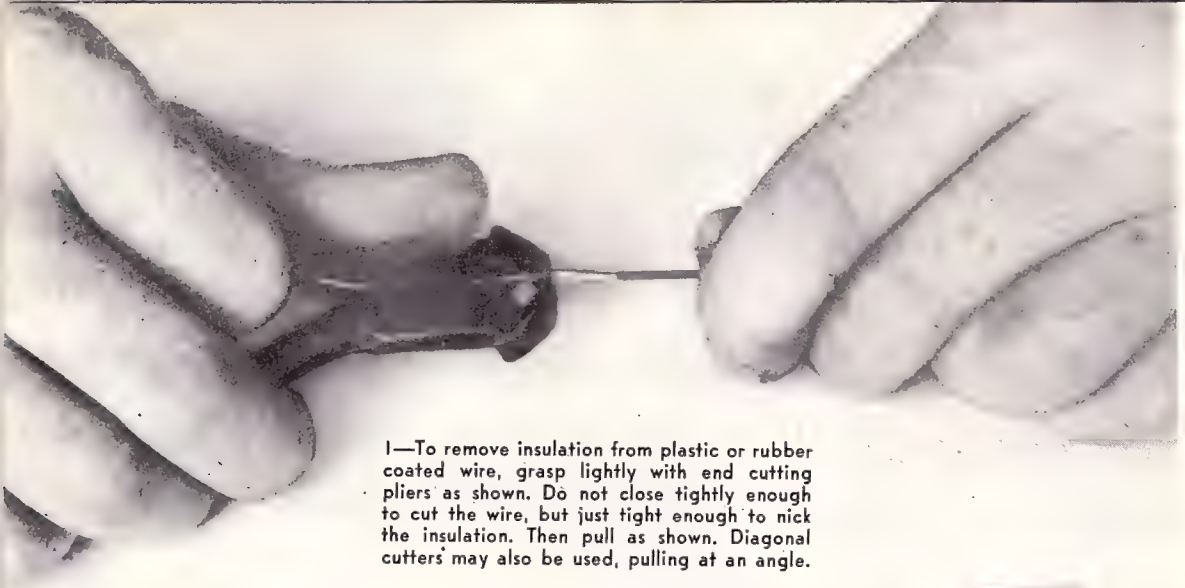
All four versions of the Electro Motive freight diesel have this same heavy gauge, all brass construction. Five pole Jap DC permag motor and motor truck is powerful, has cast zamac parts. Lead weight over front truck is cast lead and resembles generator. Front truck is powered.



Japanese F-7 unit compared with Globe-Athearn F-7. Jap unit has all brass superstructure, Globe unit is high pressure molded plastic. Japanese model has working headlight, Globe unit has finer detail including rivets. Both diesels can be had prepainted and lettered.

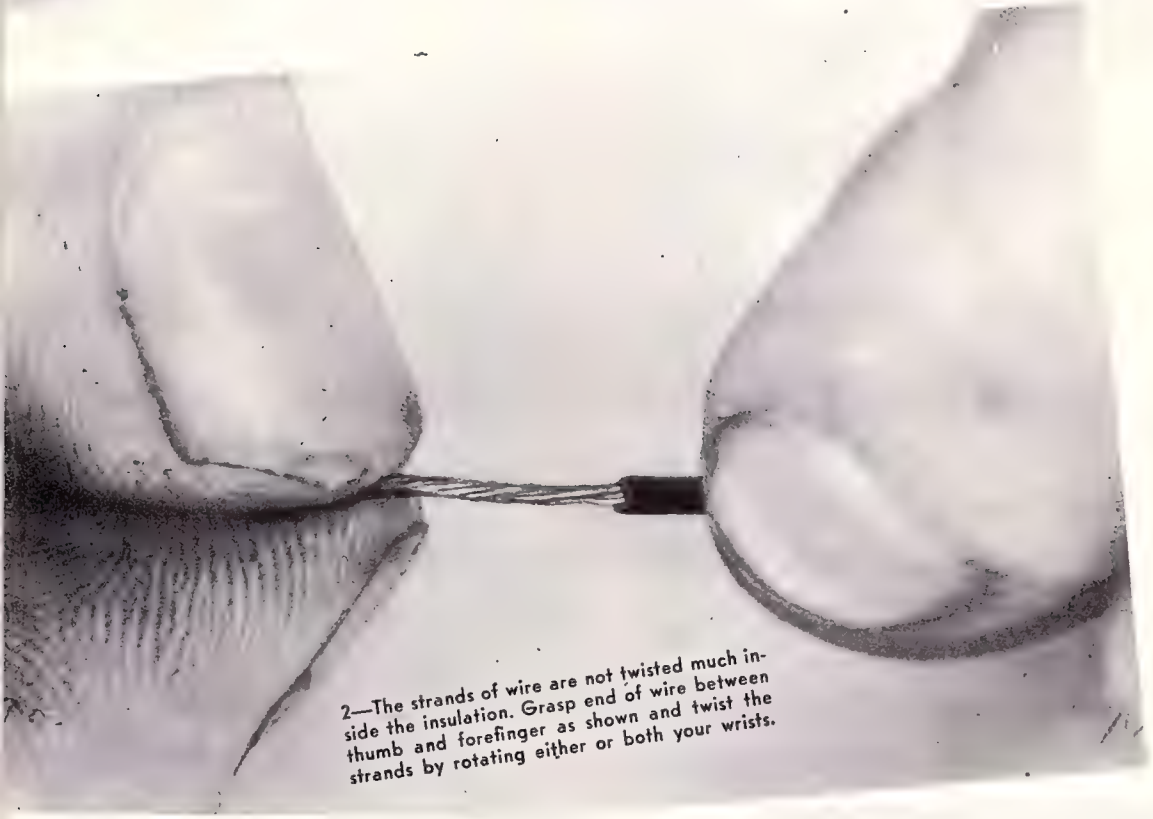
Side view of the International F-7 is shown full size HO gauge. Die cast detail on truck frames is good. Couplers are Jap automatics.





1—To remove insulation from plastic or rubber coated wire, grasp lightly with end cutting pliers as shown. Do not close tightly enough to cut the wire, but just tight enough to nick the insulation. Then pull as shown. Diagonal cutters may also be used, pulling at an angle.

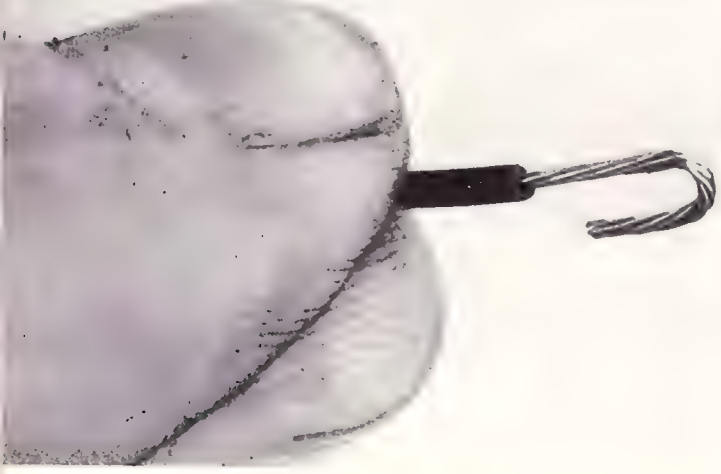
WORI
WITH



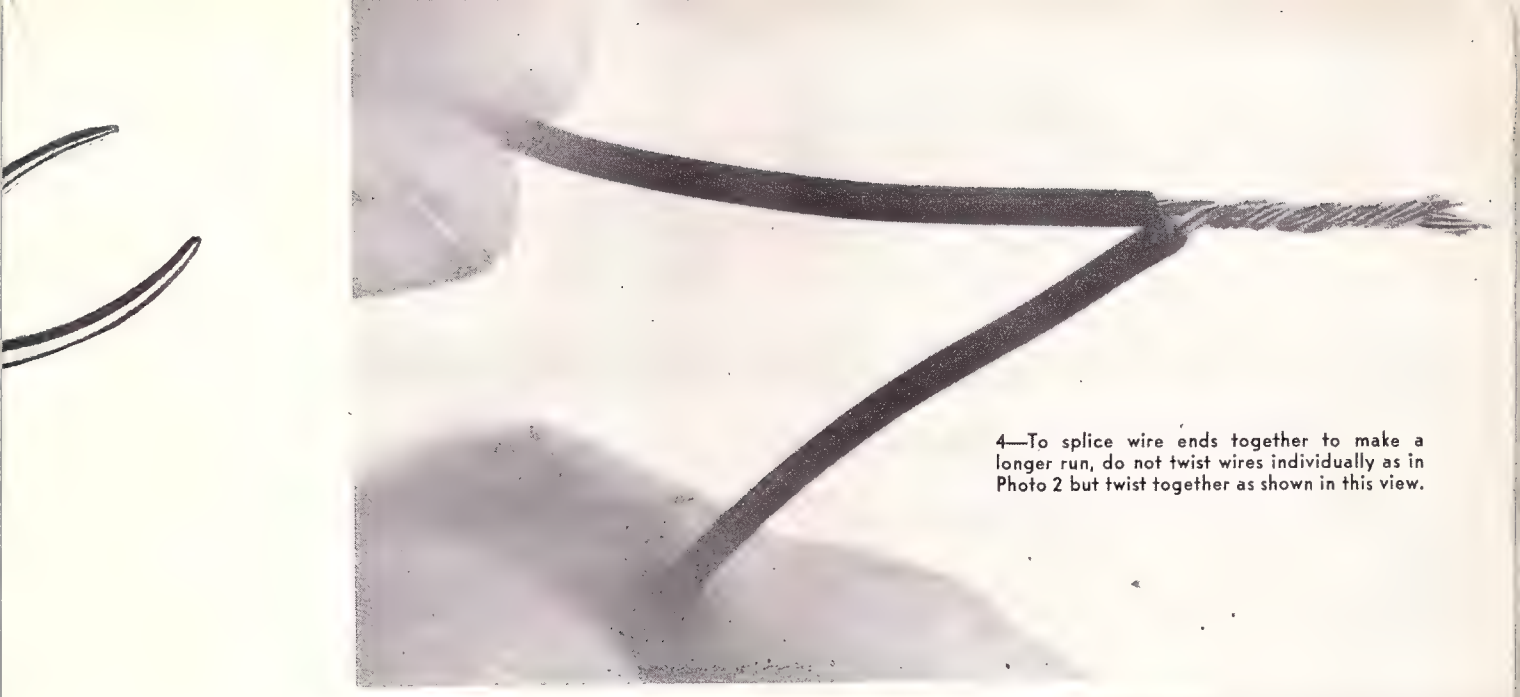
2—The strands of wire are not twisted much inside the insulation. Grasp end of wire between thumb and forefinger as shown and twist the strands by rotating either or both your wrists.

The wiring of
much easier
here. This a
solder but u
on many trac

3—For attaching under a binding post, loop twisted wire around to right as shown, using pliers or fingers. A more stable twist will be obtained if wire is dipped in soldering flux and covered with molten solder after hooking.



6—Bend back the splices along the wires a
from each other, again avoiding short circ

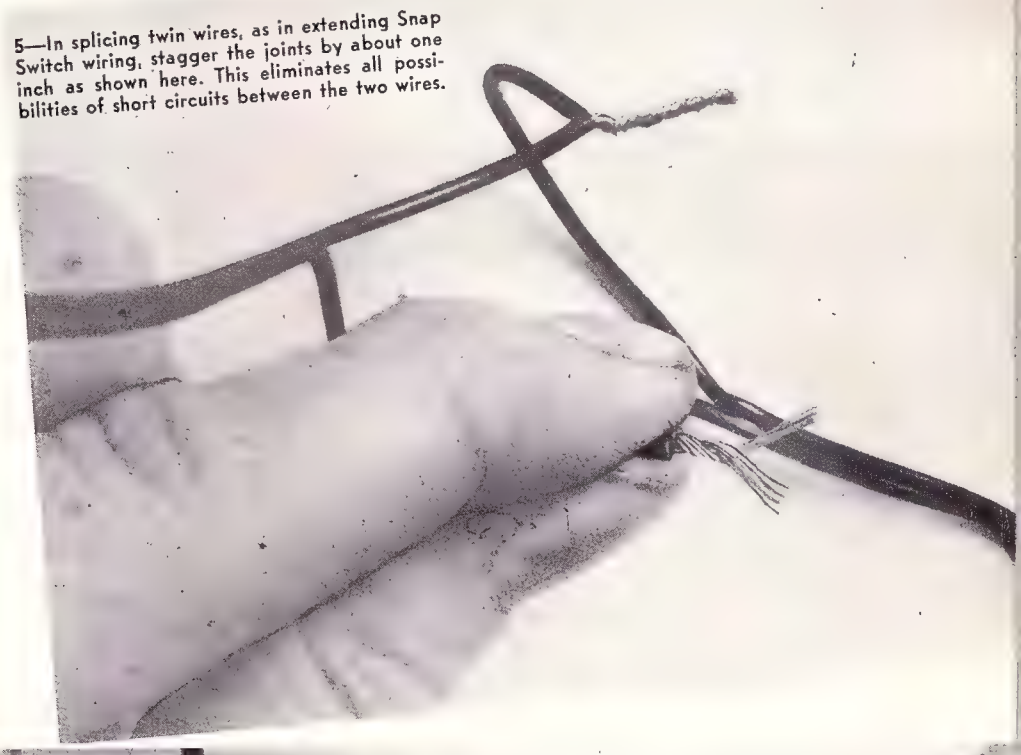


4—To splice wire ends together to make a longer run, do not twist wires individually as in Photo 2 but twist together as shown in this view.

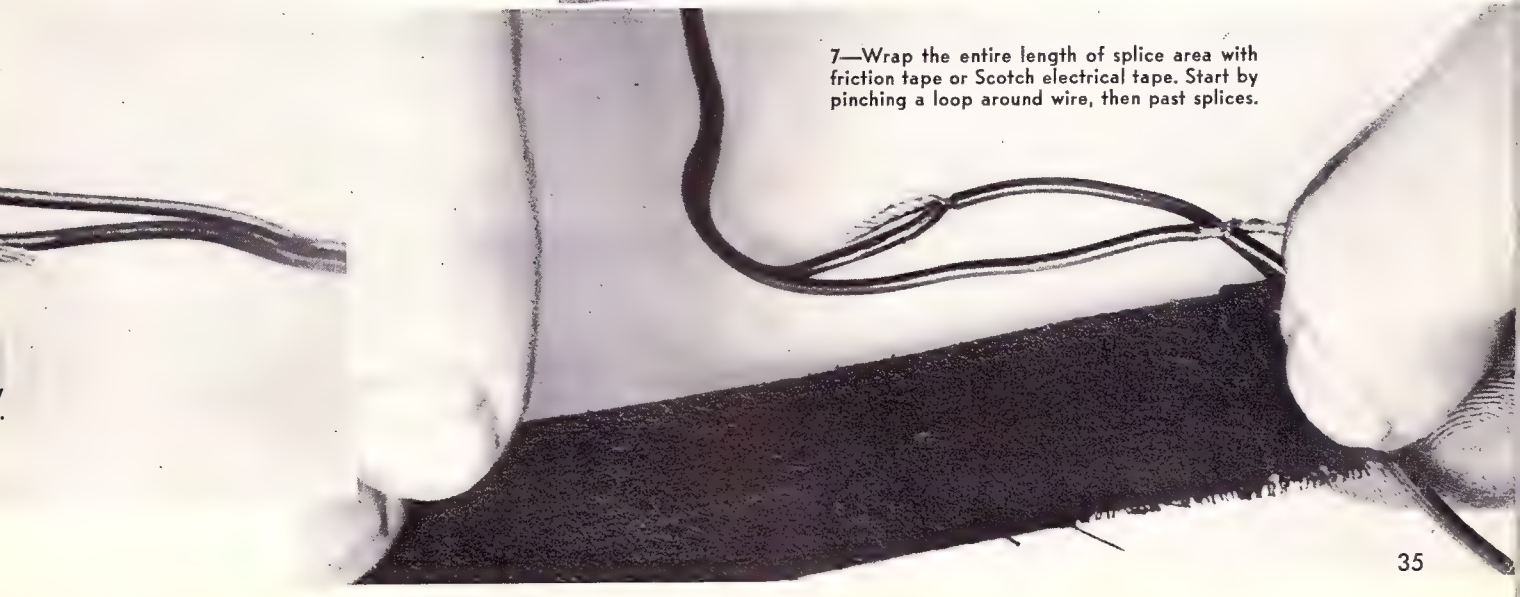
KING WIRES

y Sam Skean

our model railroad can be made following the ideas presented imes that you do not want to screw terminals as are found switches and accessories today.



5—In splicing twin wires, as in extending Snap Switch wiring, stagger the joints by about one inch as shown here. This eliminates all possibilities of short circuits between the two wires.

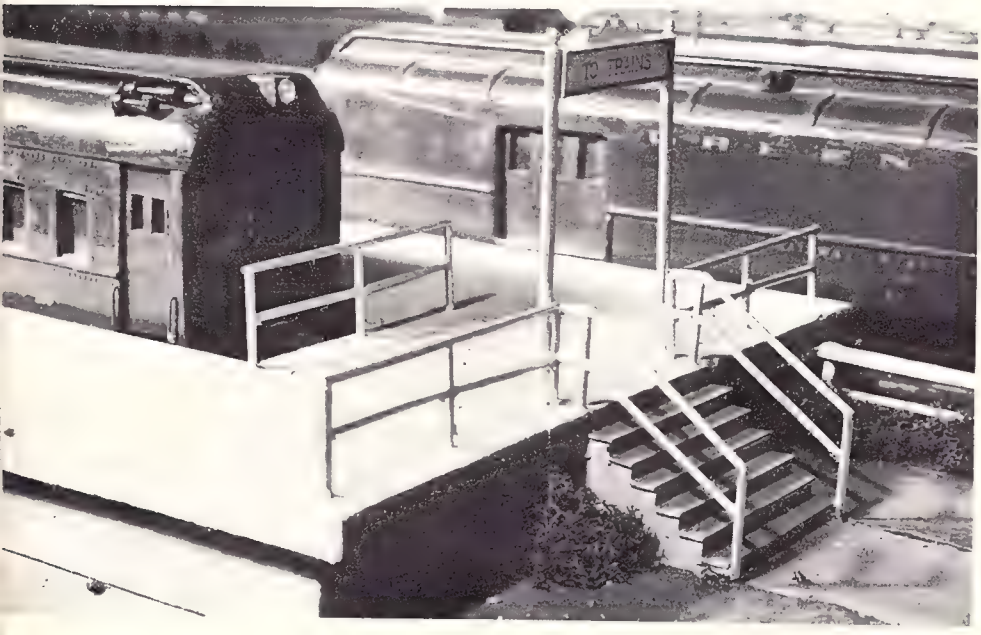


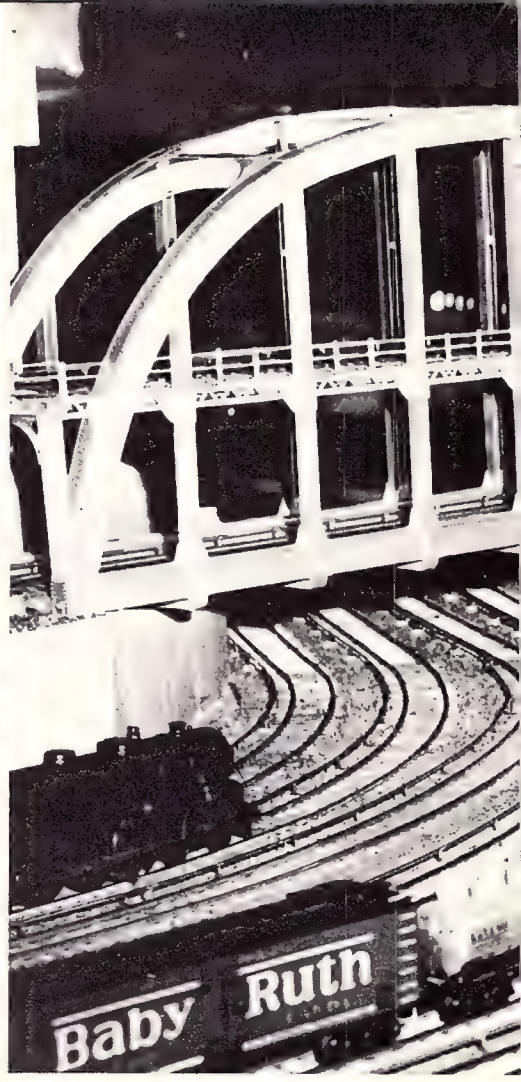
7—Wrap the entire length of splice area with friction tape or Scotch electrical tape. Start by pinching a loop around wire, then past splices.

Massive modern cement viaduct easily supports heaviest trains on the Green Hill & Atlantic. Pastoral countryside is situated on both sides of the bridge with river flowing underneath. Note cabin toward rear.

Well, surprise? Who laid the heads on the bridge, or did you know that scene above was a reflection all along? Mirror permits a pop-up area behind viaduct for maintenance which remains invisible to spectators.

Rarely seen on model pikes is MU terminal on the Green Hill, the heavy green coaches being operated in frequent suburban and commuter service. Cars are patterned after nearby Lackawanna multiple unit cars.



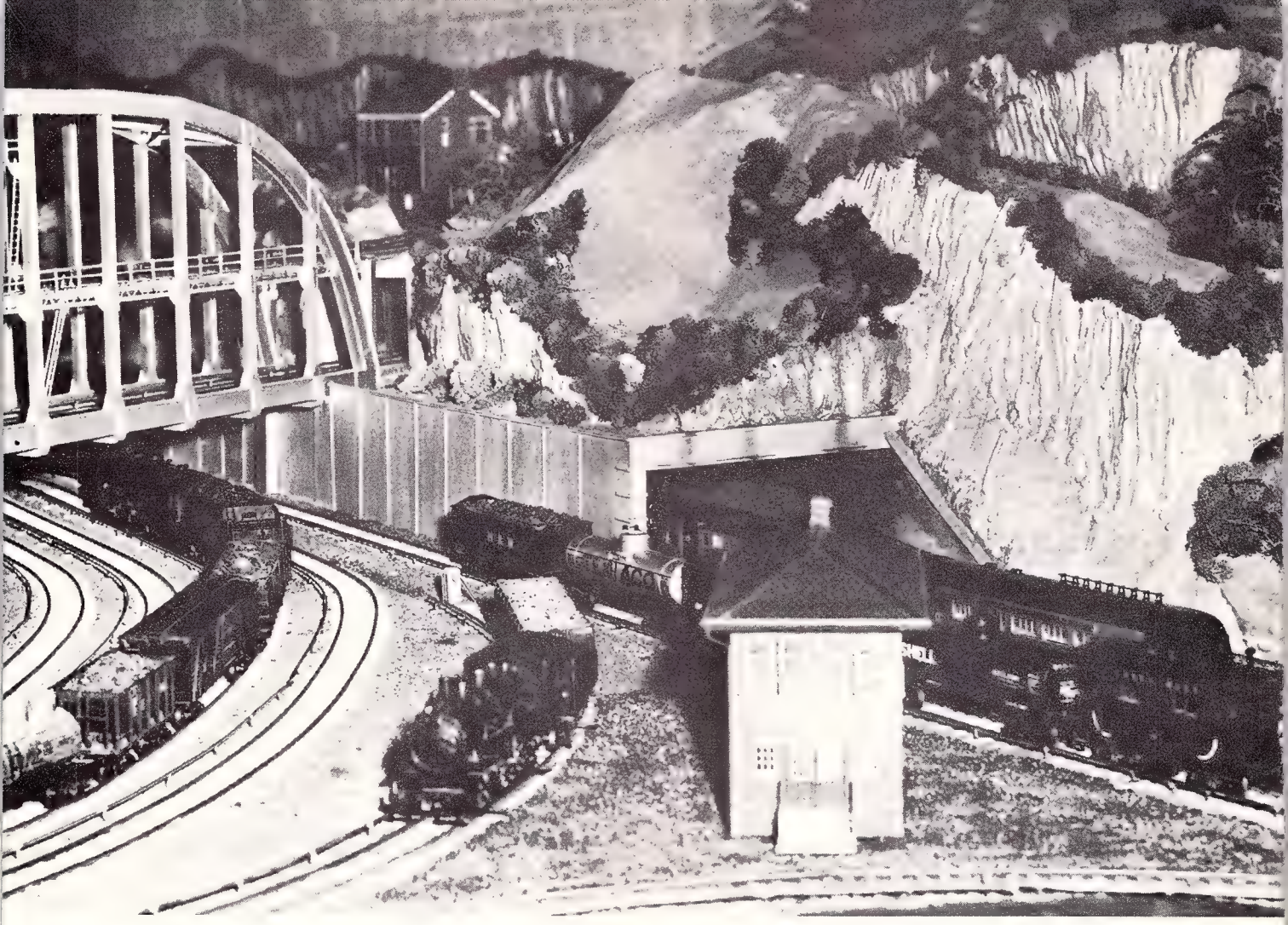


The

staff photos

OF THE many model railroads planned each year, some never get beyond the armchair stage, others reach varied stages of completion and provide their owners with the pleasure that model railroading alone seems capable of producing. There are also a very few model railroads which reach such an acme of perfection that they can be put into a class of their own. One of these is the O gauge, outside third rail Green Hill & Atlantic Railroad, of Dr. Theodore Failmezger, of Madison, N. J.

The Green Hill Line had its beginnings almost twenty years ago and by the early '40s, the Doc had teamed up with Walter Hill and work had started on the railroad in earnest. World War II called a halt to the railroad construction but Dr. Failmezger actually constructed 16



Green Hill & Atlantic

When trains start running over the Green Hill line, you know why there'll always be plenty of modelers in quarter inch scale. Pounding drivers, wheels clacking over joints, into tunnels and over bridges. Here's O gauge railroading at its finest.

cars while serving as an Army Medical Officer in New Guinea. These were built from the best materials available: old splints, cardboard and paper, and x-ray film.

The new Green Hill Railroad started in 1946. Walt Hill returned, along with Robert Sherman on scenery and Al Dickey on electrical problems. The railroad was built on an open framework that covers the better part of the basement and supports about 1100 feet of O gauge track, about ten scale miles.

It's hard to say just which portion of the layout is the best but perhaps the steam fans will prefer the complete engine terminal with its five stall roundhouse, coal dock, sand tower, and turntable. Almost all of the structures were built from scratch as were many of the cars. Motive power is a delightful combination of scale scratch built and kit assembled units plus a few converted tinplate engines. The motive power is kept in top condition.

The scenery is outstanding, being created from a plasterlike material painted in realistic vari-colored hues. The mountains and cliffs around the wall go up as high as is possible, creating an overall impression of being in a valley.

Much of the scenery has been completed but in showing the layout off to model railroad visitors, the Doc likes to show off a tremendous mountain at the hidden far end of the layout that still requires painting and detail. The Green Hill line leaves mole hills for the HOers!

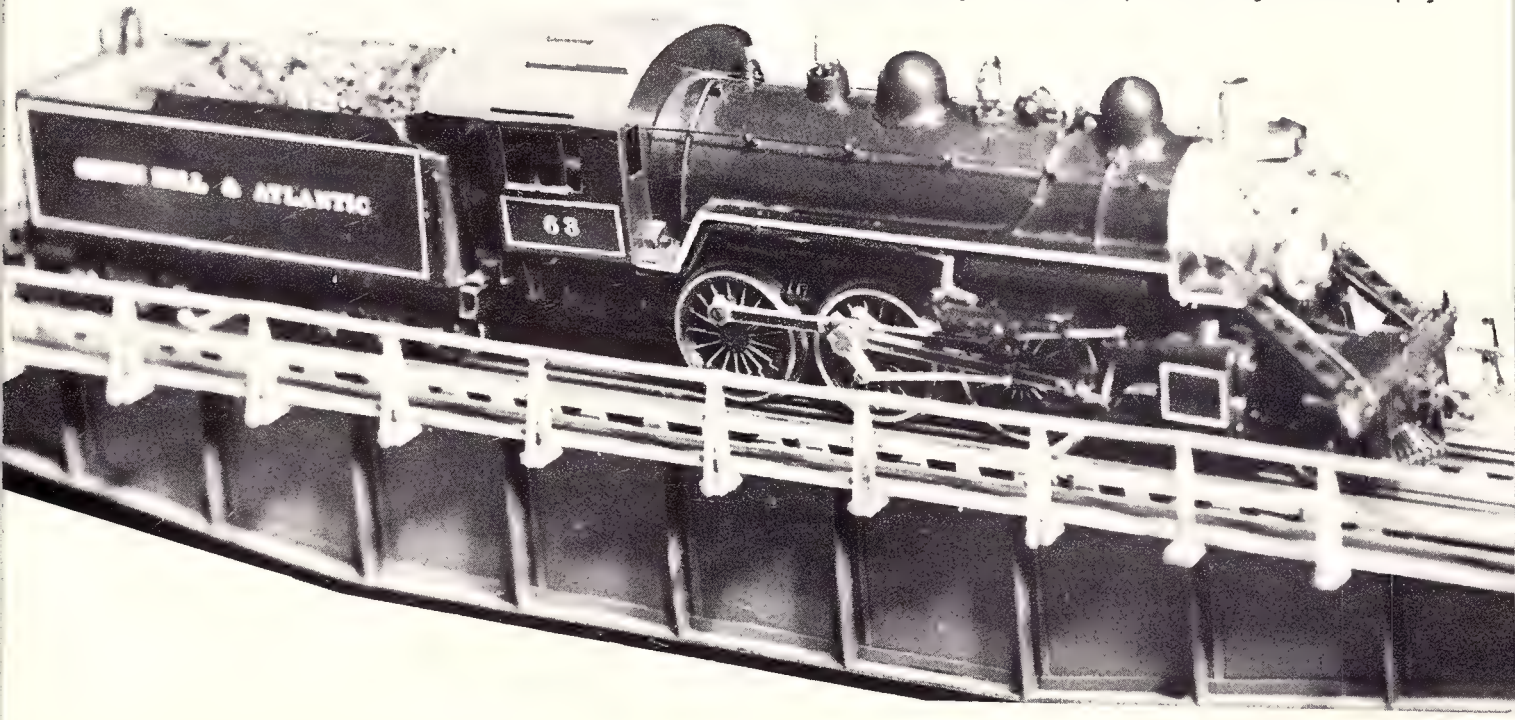
One of the big events on the Failmezger line was the laying of the Golden Spike about a year ago. Over fifty local model rails were invited to watch as Lackawanna Railroad general stationmaster Max Plum drove the last spike in place. Good publicity had the event duly recorded in the local newspapers. Thirteen locomotives, well over one hundred cars, and three doodlebugs were on the roster at the time. More have since been added. There is even an official car for the use of the brass hats, a beautiful open ended observation car glittering in Victorian splendor.

Several control boards are conveniently spotted around the layout, permitting multi-man operation. Even the turntable is operated from a control panel, by means of a crank and gear arrangement that provides a never-fail, foolproof operation.

ABOVE: The engine terminal can house just about as much equipment as will be needed on the Green Hill Route. Note location of water tank at right; water spout being over near sand pit. Note many details.

Green Hill & Atlantic

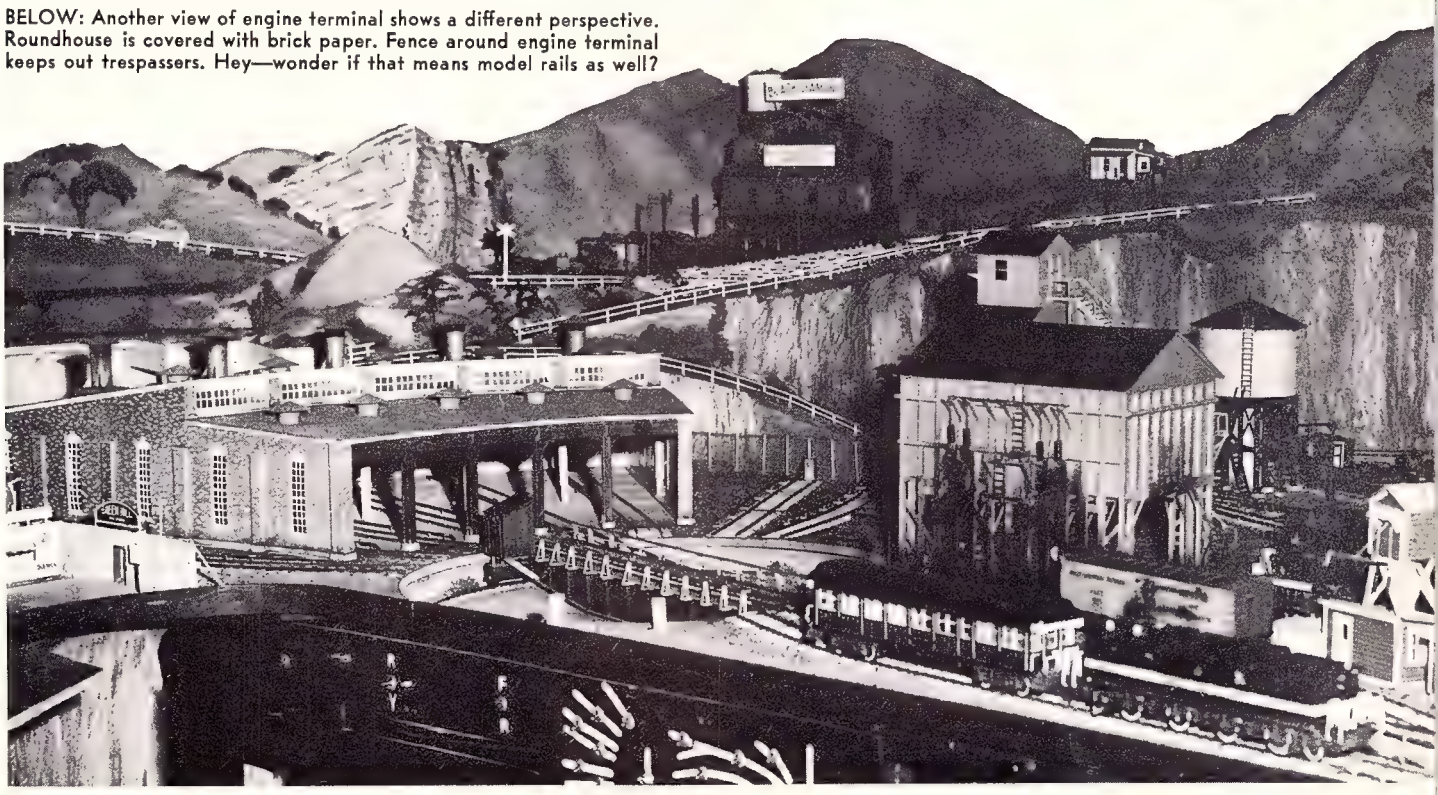
BELOW: All-Nation ten wheeler gets turned around on the armstrong turntable. Engines are kept in top condition and are painted in the tradition which reigned when steam power was king. Note the striping.



ABOVE: Curved tracks frequently dive into tunnels, popping up again often where not expected. Outside third rail was chosen because of foolproof operation and easier conversion of tinplate motive power.

INSERT: Dr. Theodore Failmezger finishes repairs on a diesel A unit in his well equipped shop. Simple frame with cloth sling protects engines when they are turned over for access to motor and powertrucks.

BELOW: Another view of engine terminal shows a different perspective. Roundhouse is covered with brick paper. Fence around engine terminal keeps out trespassers. Hey—wonder if that means model rails as well?



TROOP PULLMAN CONVERSION

A familiar sight during World War II, the old Troop Pullmans are now performing all kinds of head end and work train jobs. It's easy to build using bristol board, wood, and castings.

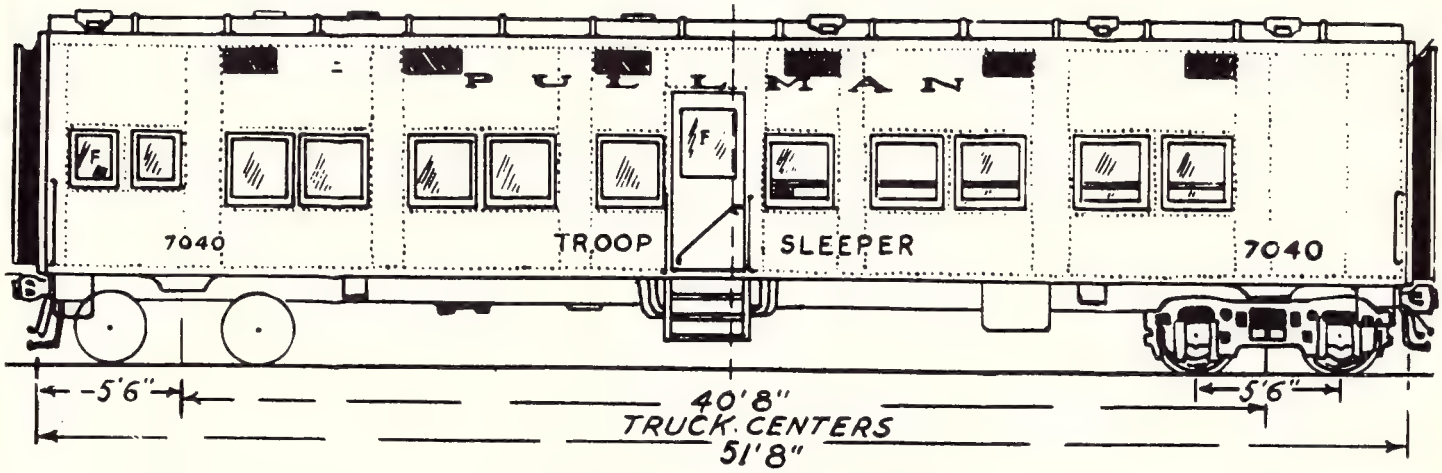
SAY, that car in the drawing below brings back memories, doesn't it? Anybody who ever rode cross country in one will remember the kidney jarring ride while sleeping sideways in bunks that would have made old George Pullman's first car seem like the Palace that it was. Still, these 50 foot Troop Sleepers did the job that was required of them: the mass transportation of military personnel with the maximum comfort allowed by wartime conditions. With the end of hostilities the cars became surplus and railroads, crying for all types of rolling stock to replace war weary equipment found in the shorty Pullmans an economical and fast answer for car replacement.

Soon gandy dancers were riding and living in almost new steel sleeping cars requiring little change from what they were. Other roads boarded up the windows with steel plates and inserted box car or baggage type doors, to convert the sleepers into high speed express, box, and baggage cars. They can be found on railroads throughout the country and whether they are painted Pullman green, tuscan red, grey, or multihued streamliner colors, they still retain the distinctive styling of the wartime Troop Sleeper. Why not built a few for your road?

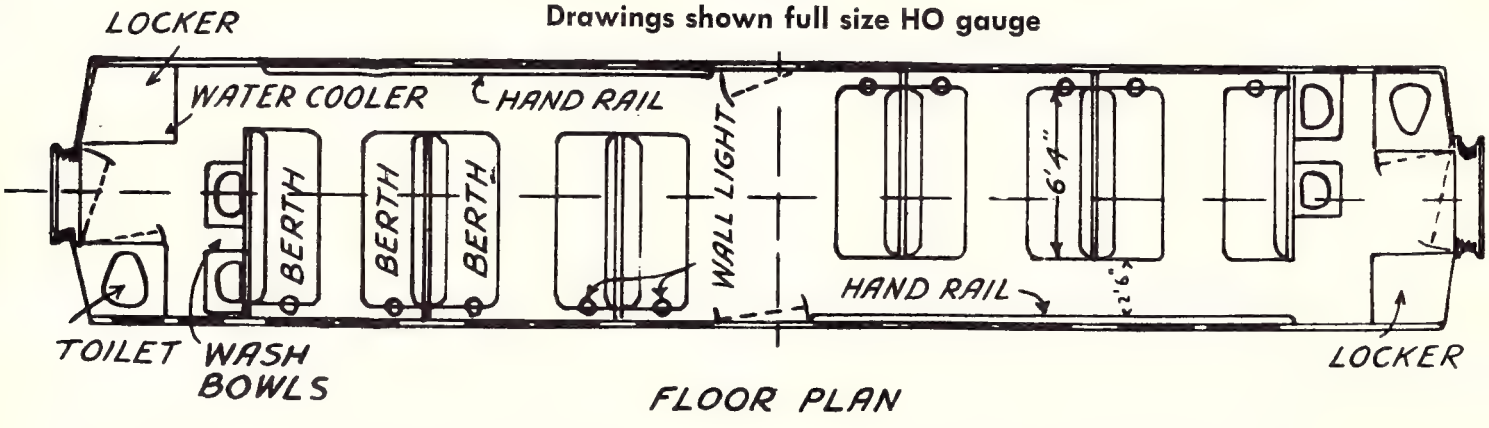
Construction is quite simple. Roof, floor and ends are commercial wood car parts, available in all gauge sizes. The sides are best cut from two layers of bristol board. The outer most side is cut with the full sized window openings and the full size door opening. The inner side is cut on the inside of the window and door window sashes only. Use a sharp modeling knife and a straight edge to make your cuts and when the two pair of sides have been cut, cement them together and press until dry. If you choose to have the windows welded over, merely make the cuts part way through the card stock. If you board over the windows, it would be best to also add either baggage or box car type doors and omit the steps.

If the car is to be used in regular freight service you will probably choose to eliminate the end doors and diaphragms. Should the cars be used in express or baggage service you would probably leave them as shown in the plans.

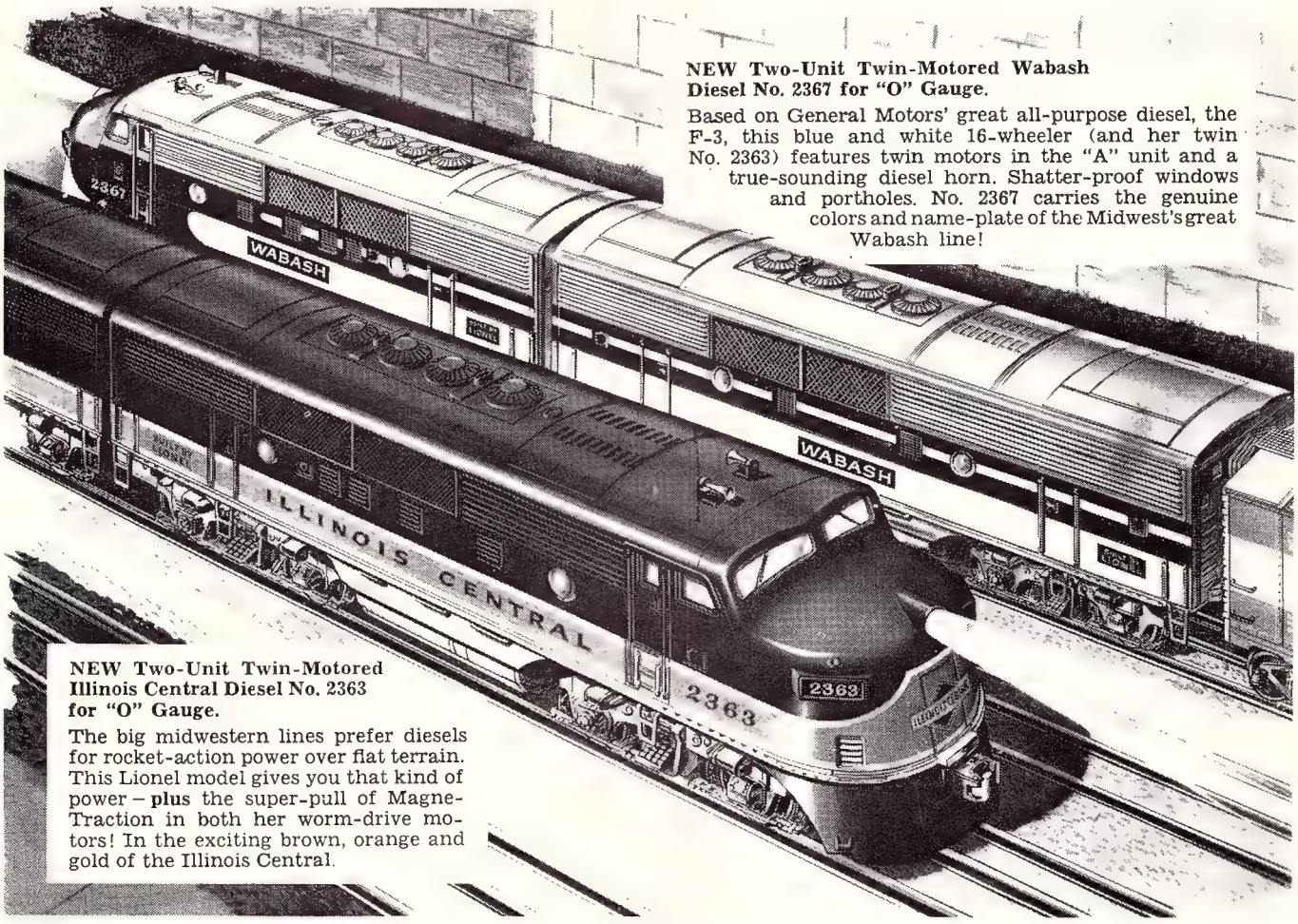
If the cars are to be used in passenger train service, they should be painted to match your other passenger train cars. They might possibly carry such additional wording as "Express," "Merchandise Service," or some similar phraseology denoting high speed freight service. They can also be lettered "Baggage" or "Railway Express." You can also letter the cars as they were built.



Drawings shown full size HO gauge



FLOOR PLAN



NEW Two-Unit Twin-Motored Wabash Diesel No. 2367 for "O" Gauge.

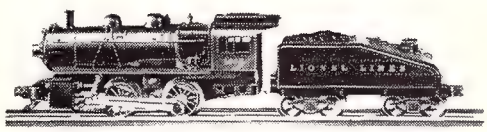
Based on General Motors' great all-purpose diesel, the F-3, this blue and white 16-wheeler (and her twin No. 2363) features twin motors in the "A" unit and a true-sounding diesel horn. Shatter-proof windows and portholes. No. 2367 carries the genuine colors and name-plate of the Midwest's great Wabash line!

NEW Two-Unit Twin-Motored Illinois Central Diesel No. 2363 for "O" Gauge.

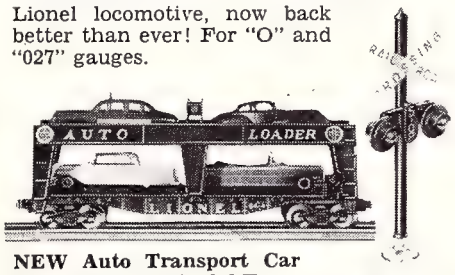
The big midwestern lines prefer diesels for rocket-action power over flat terrain. This Lionel model gives you that kind of power – **plus** the super-pull of Magne-Traction in both her worm-drive motors! In the exciting brown, orange and gold of the Illinois Central.

Put yourself in the dispatcher's seat...

commanding these exciting new LIONEL® TRAINS AND ACCESSORIES!

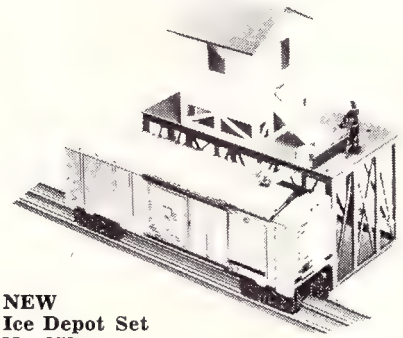


NEW Steam Switcher No. 1615 LT. The Pennsy's jaunty 0-4-0 yard goat, the B-6, with characteristic high stack and slope-backed tender. An all-time favorite Lionel locomotive, now back better than ever! For "O" and "027" gauges.



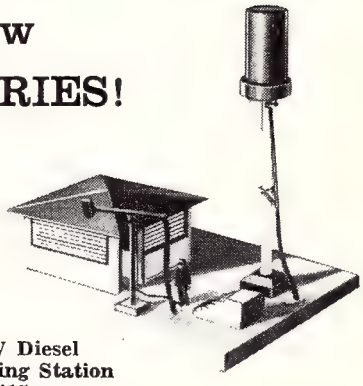
NEW Auto Transport Car No. 6414. The colorful Evans Auto Loader . . . making a first appearance right now on real-life trunk lines. Accurate model includes four removable scale-model Ford automobiles!

NEW Highway Signal With Bell No. 155. Warning bell jangles and red lights flash on and off alternately as train passes. Operates automatically.

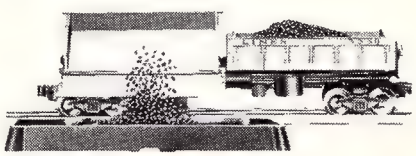


NEW Ice Depot Set No. 352. As you press button, refrigerator car hatch opens and attendant pushes ice inside. Release button, hatch closes. Set includes refrigerator car.

See this great new LIONEL equipment at your dealer now!



NEW Diesel Fueling Station No. 415. Press button, attendant emerges and swings fuel pump into position. When you release button, pipe swings back and he re-enters building. A "natural" with diesels shown above.



NEW Twin-Dump Car No. 3359. New "slow-down" feature makes this the most realistic dump car ever. Units operate in sequence. Includes bin and coal.

NOTE: Locomotives on this page are available separately or as components of complete Lionel Train sets, which start as low as $19.95.

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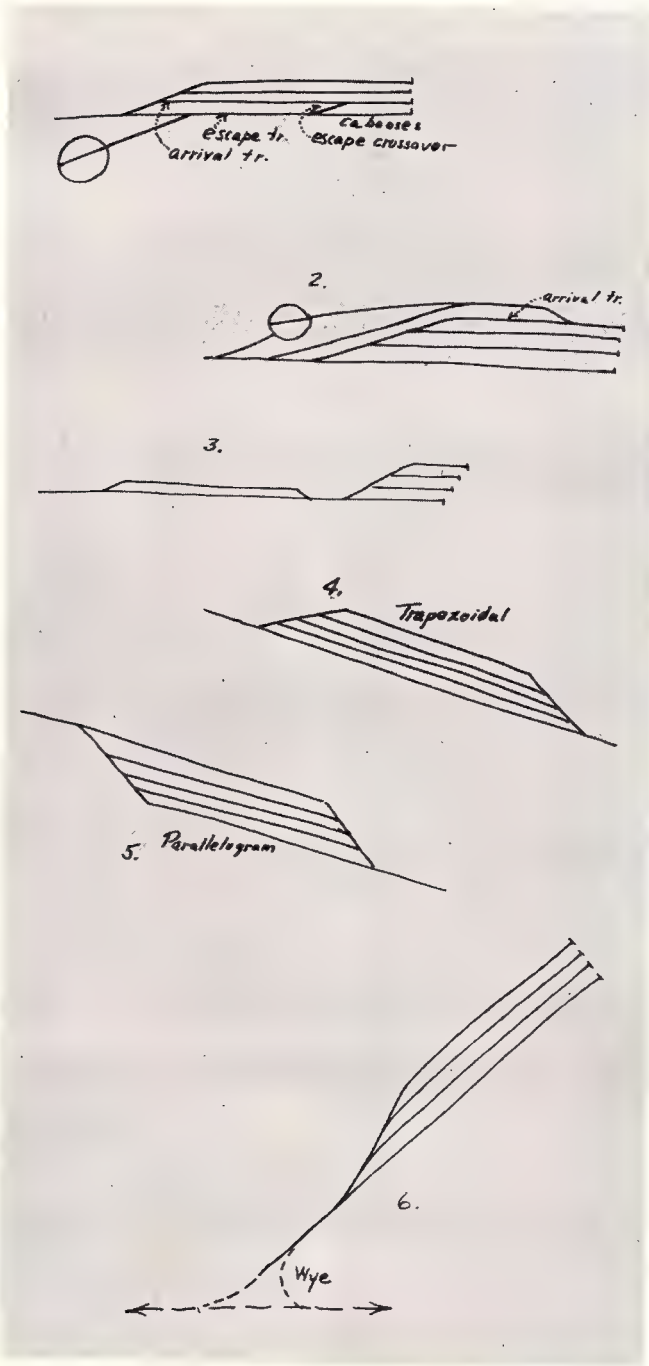
SIMPLIFIED YARD DESIGN FOR MODEL RAILROADS

It takes plenty of model railroading knowhow to design a good freight or passenger yard for your pike. Here's how the Layout Doc has taken cramped space and limited budgets into account and come up with sound, practical information.

by The Layout Doctor



1. The all too common concept of a model yard design is as shown here, an arrival track (which may double as a make-up and departure track), an escape crossover to get the engine out, an escape track for the engine to run back to the rear of the train, plus a few body tracks as space and the amount of track available permits. Turntable, roundhouse, etc., if any, may be located as shown, or elsewhere. The stub of the escape track beyond the crossover may be used as a caboose or work car track. Of course the arrival and escape tracks may be reversed, but this arrangement seems to work out easier for the drawn location of the roundhouse.

This arrangement is fine for the small branch line terminal where no more than one engine may be in service at once, and the road engine has to switch its own train, an expensive arrangement under some Brotherhood agreements. Any train being switched fouls the single incoming main line, although this could be minimized by doubling the approaching main line for at least one train length.

2. The trouble with the arrangement shown in fig. 1 is that two of the longest tracks in the yard are lost for storage or classification purposes, since they are needed for arrival, departure, and escape purposes. Fig. 2 gets around this by utilizing the ladder track itself for arrival, plus the shortest yard track, while a parallel track serves as run-around.

3. A somewhat different set-up as shown here requires a separate run-around track just outside the terminal somewhere which may be variously arranged as a passing track, a wye, or a reverse loop?

4. 5. An ideal arrangement is the double ended yard as shown in these sketches. A train can come in on any track, the engine pull right ahead to an engine terminal or back through any available empty track. A double ended yard is most desirable on a model railroad, not only because it is closest to prototype, but because it eliminates backing long cuts of cars or a whole train over a string of switches—'Sdeath, 'Sderailments! However it requires a pretty big layout to afford a double ended yard so far as space goes, and a pretty big pocketbook to afford the extra set of switches required for the "other" end. (Somewhat the same effect can be obtained by substituting a turntable for one end's ladder, an arrangement not very true to life, but which has been shown in these pages many times). The trapezoid shaped yard usually works out best if you have the room, but a parallelogram (diamond) shaped yard has the advantage of giving all tracks the same length.

6. Actually the most realistic and simple yard arrangement, if you want a stub (not double ended) yard is as shown in fig. 6. Note there is no escape crossover. Either a train arrives on the main line, shown dotted, and is worked into the yard by a switch engine, or pulls right into the longest track while the engine is uncoupled and

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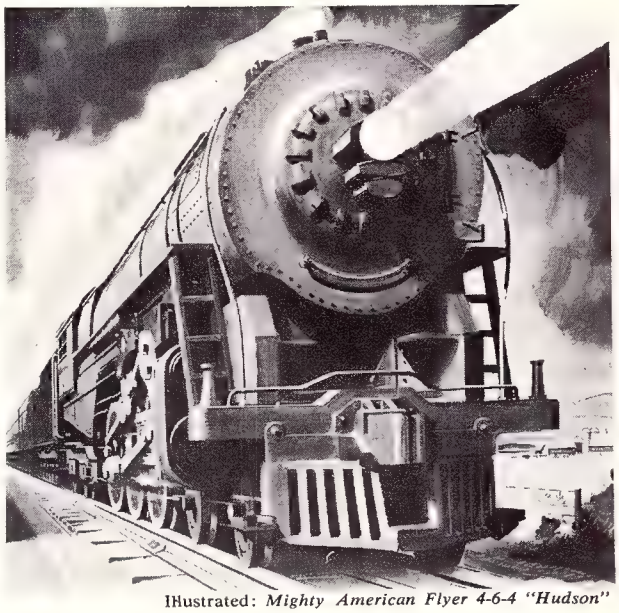

IHustrated: *Mighty American Flyer 4-6-4 "Hudson"*

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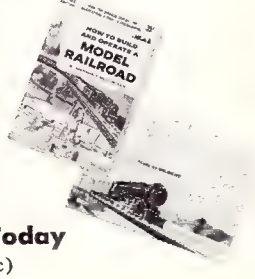

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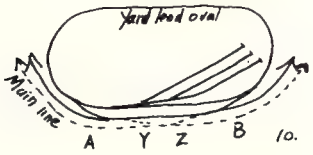

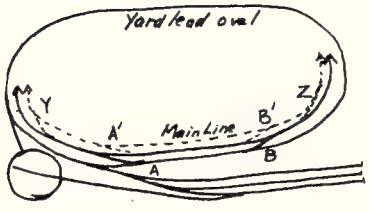

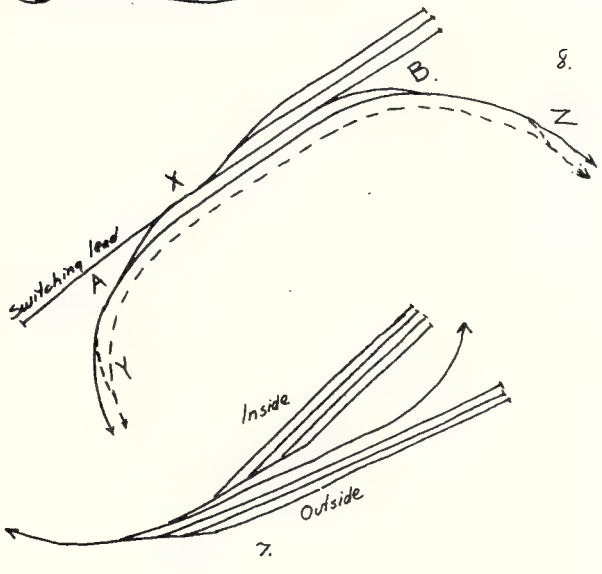

pulls ahead to wait until the train has been broken up by the switcher (alternatively it could pull ahead to an engine terminal, although this is not shown). Most model railroads have at least one switcher, and this service is the ideal place to use it.

7. A great percentage of model railroads do not have a stub end as in fig. 6, but are essentially a circle or oval with yards, etc. Fig. 7 shows a portion of such an essential oval and indicates that the yard (assuming a stub of double ended one) can be located inside or outside the oval. If outside, longer tracks can usually be had so there need be fewer of them and fewer switches, hence less cash outlay. If inside, the curving of the oval usually forces somewhat shorter tracks, although sometimes the yard body tracks can be curled around concentric with the oval for a short distance.

8. If we assume that an outside the oval yard location is desired, there has to be a crossover A from the main line to the switching lead, since we do not wish our switch engine to delay through trains on the main line. Then it is usually desirable to have another crossover, B, back to the main line. If the main line is double tracked, additional crossovers Y and Z shown dotted will be required to permit trains from its entrance and egress from the yard. Since these are just sketches, not accurate drawings based on exact switch measurements, they may be deceptive, since the shape of the commercial switches must be taken into account. Actually a great deal more space than you would think from the drawing would be required. In fact the crossovers Y and Z to the second main line (if there were one) could well be placed at some other location. On the average small or medium sized model pike more than two crossovers (one right-hand, one left-hand) between double tracks is wasteful.

What makes this arrangement not overly desirable is the situation at X where the crossover switch from A and the beginning of the yard ladder are point to point. In the limited length often available this robs you of about two freight car lengths on each of the yard tracks you will have. A slip switch would minimize this loss, but a slip switch is a tricky switch and to have one at such an important point as the entrance to a single ended yard is asking for a curse.

9. The answer to these problems in the limited model railroad space is an unrealistic (from a real railroad point of view) device I have worked out called an oval yard lead or yard lead oval. This not only gives you an extra circuit on which to run trains continuously when that is desirable, but also solves most of the problems cited up to now. A train from either direction runs from main line to yard lead oval via either crossover A or B and, if necessary runs completely around this oval to get in good position for the switcher to work the train into the various yard tracks. In the fig. 9 sketch, a clockwise train would probably not have to circle the yard lead oval unless very long, whereas a counter-clockwise train's engine would uncouple with its caboose just clear of the yard ladder, and then the *engine* would circle the yard lead in order to reach the roundhouse, if that were located as shown.

If the main line, only a portion of which is shown, were double track as indicated with dotted lines, crossovers Y and Z could connect with the second track as in fig. 8. However a less direct route would be by crossovers at locations A^1 and B^1, more or less parallel to crossovers A and B. This would require a train from the inner track to circle the outer track before getting to enter the yard oval, which little bit of unrealism may be more than repaid by letting you have the crossover switches up where you can reach them, not always possible with locations Y and Z.

10. If the yard is to be inside the main line, the yard lead oval can usually be smaller and crossovers A and B to the main line will be so located, as a rule, to permit crossovers Y and Z to a possible second main track to be more logically located. Y and Z may even be overlapped into a scissors crossover if you are interested in having one of them.

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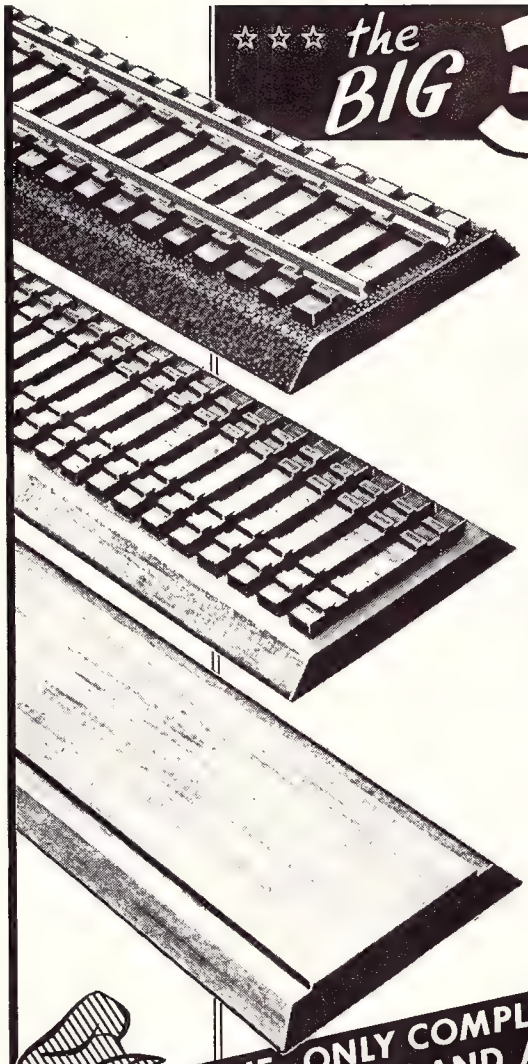

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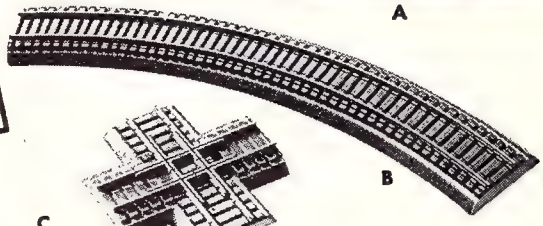
L. Rail Joiners

A



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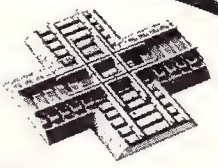

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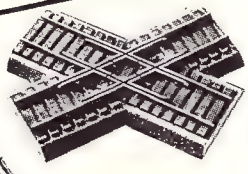

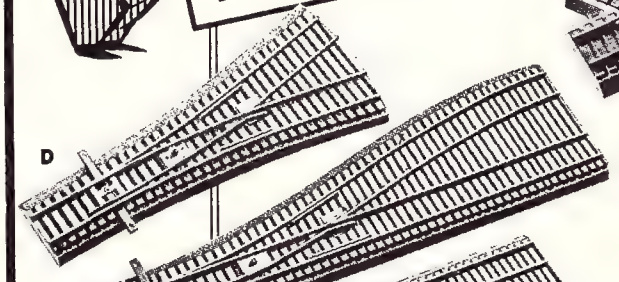

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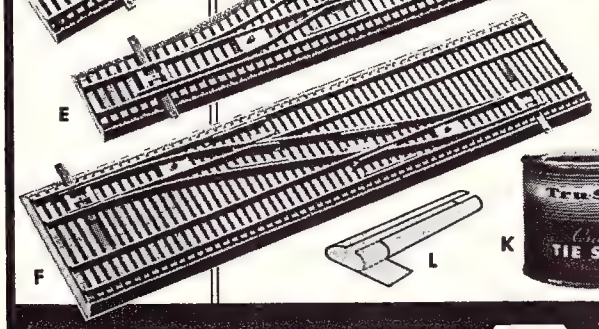

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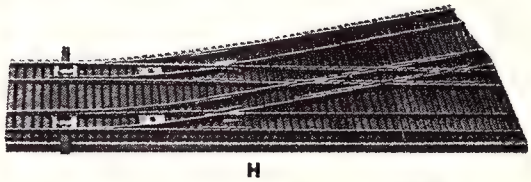

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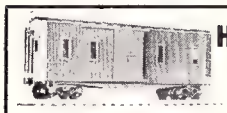

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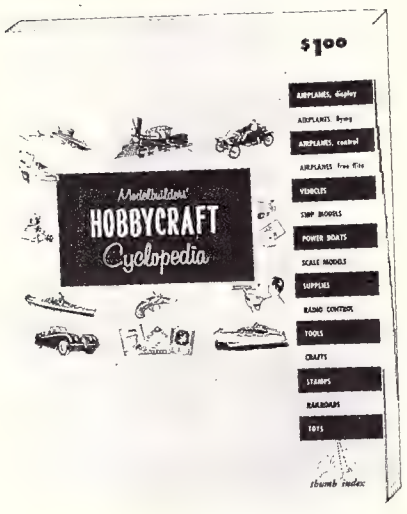

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TROUBLE SHOOTING

Bridges On Curves

▶ Please tell me how to fit ordinary model railroad bridges on curves. All but one of my bridges come that way and I can find no kits at all for curved ones except a wooden trestle.—William McCord, San Francisco.

ANSWER: The only bridge that can be built truly curved is a stone or brick arch. Even the wooden trestle you mention proceeds by a number of very short straight runs. The New York Central photo, shows a deck girder bridge built on a curve on one of their recently built branches to a mining development. Notice that the two girder bridges are both straight but that the track on top of them is curved. Were the track to run between the girders rather than on top of them (a through girder bridge), they would have to be wider apart to allow to full clearance of all car and engine parts. Truss bridges can be similarly decked if underneath clearance permits, or widened if you must run through them. By all means don't forget the guard rails between the regular rails on bridges, especially curved ones where there is more chance of a derailment and a plunge to the awesome chasm below (i.e., the floor).

Jewelers' Saw Corners

▶ How do you turn a sharp corner with a jewelers' saw, as in cutting out a cab window, etc.?—E. E. Norton, Kansas City, Mo.

ANSWER: When you get to the sharp corner. simply turn the saw little by little to the right angle without attempting to make any forward progress. The fragile blade must be especially protected against shocks during turning since it is under two different tensions. If the jewelers' saw blade jams and will not move, do not force it but release top thumb-screw and pull blade through and out of the material. Then start again.

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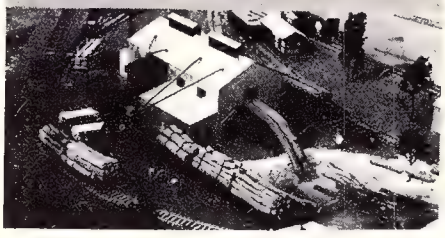

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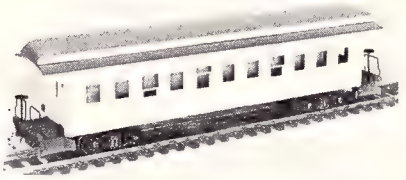

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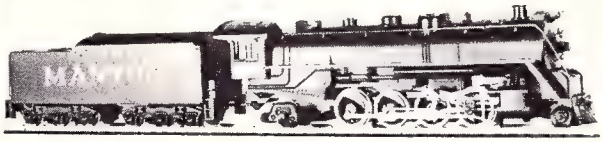

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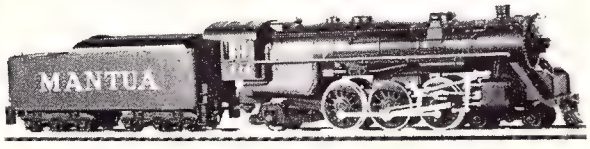

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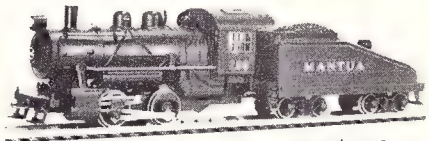

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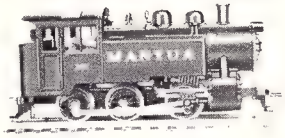

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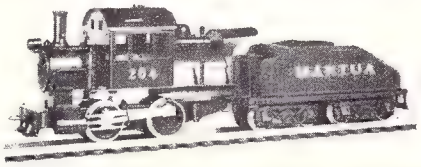

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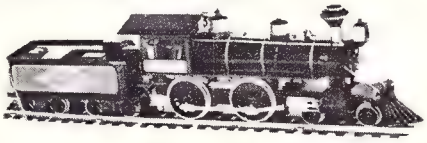

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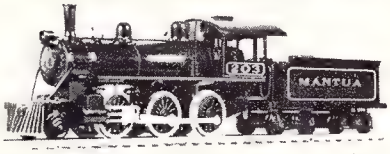

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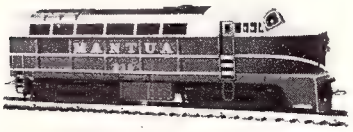

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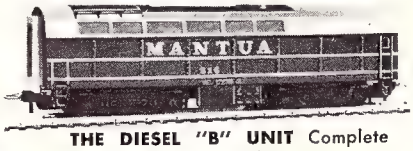

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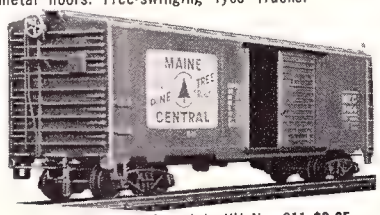

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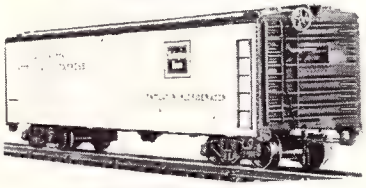

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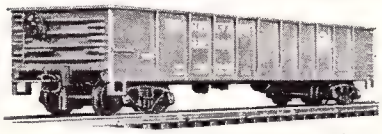

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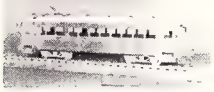

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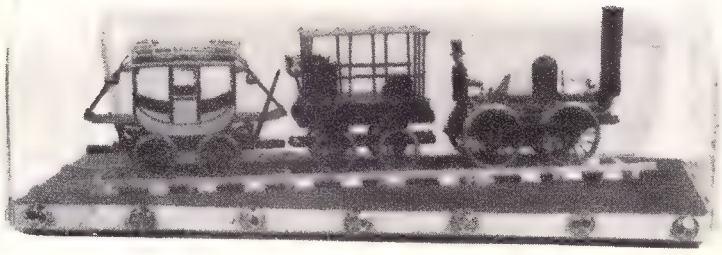

MANY railroad modelers have models of which they are justly proud, miniatures which because of their perfection are more suited to decorating the living room than for use on the pike. Unfortunately, dust, oil burner film, and other dangers can easily make such a masterpiece into an eyesore.

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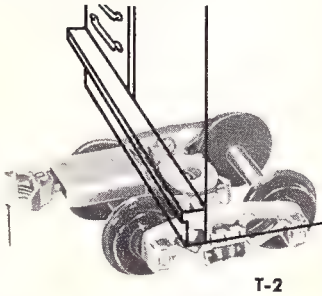
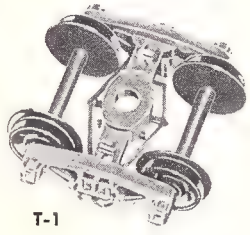


T-2



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Light Rail

▸ Is it practical to use HO rail on a light branch line of an O gauge railroad?—G. Haskins, New Orleans, La.

ANSWER: Yes, except that the wheel flanges are apt to hit the spikes and would need to be turned down or some other special arrangement made such as soldering rail to spikes placed outside only. The more usual arrangement is to use code 125 rail, .125" high, ordinarily used for OO or S gauge work.

•

▸ A real long train on a model pike can best be had with ore cars, since they are the shortest eight wheel cars in use. Being so short, a greater number of cars can fit on a given length of track than with forty or fifty foot cars or long passenger cars. The great weight of a relatively short loaded ore train makes a very good excuse for very heavy power such as many unit diesels or steam articulateds or decapods.

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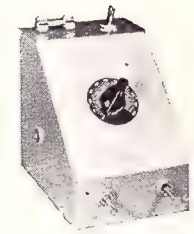

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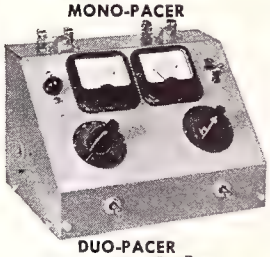

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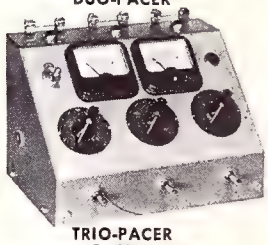

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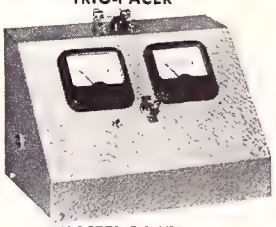
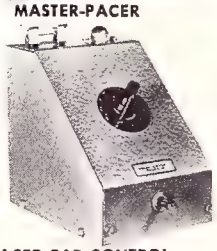


MASTER-PACER



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The addition of detail in a diesel locomotive is to the greatest extent a matter of drilling small holes in many locations. Handrails can be applied to all doors, including the nose of the diesel, windshield wipers should be attached to the front cab windows. Brass hand rail wire of .020" diameter works well for this application and if a No. 76 drill is used for the holes, a press fit of the wire in the holes will make the use of glue superfluous. Coupler lift bars in front and back of the body are made from the same type of wire and are supported by hand rail stanchions. The headlight can be simulated by a white jewel of appropriate size or it can be drilled for insertion of a grain-of-wheat bulb. The appearance of the headlight is improved if a circular piece of celluloid or plastic is cut to fit directly under the rim of the headlight casting. The marker light protuberances on the casting can be drilled to receive smaller jewels, either green or white. All window openings may be covered. For this purpose thin sheet plastic works best because any good plastic type cement will hold the window material securely in place. The main cab windows should be cut and fit in two pieces. It is difficult to bend a plastic sheet sufficiently to remain in place without showing unsightly gaps between the frame and the window material.

The painting of the diesel makes up the greatest part of the appearance of the finished model. Unfortunately, in this case the plastic material presents a problem, since most model railroad paints will dissolve the plastic to some extent, producing an unpleasant wrinkled finish. One solution would be the use of plastic type enamels by spraying—most of this type paint is very heavy and does not lend itself to a smooth finish brush application. These enamels also have a high gloss after drying which is undesirable and must be dulled by application of a dull varnish. For brush application Floquil paint was found to be fairly satisfactory, since most colors give a satisfactory finish if brushed on quickly. Black shows the poorest result as can be noticed on the black roof of the B & M diesel in the photo.

Our Christmas

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Ties, Socks and Handkerchiefs — that's what the average American man will be looking forward to this Christmas. But here's a timely gift suggestion that you will truly enjoy not only on Christmas day but for the entire year to follow! We're referring of course to Railroad Model Craftsman magazine which you can now obtain for the Holiday Season at specially reduced prices.

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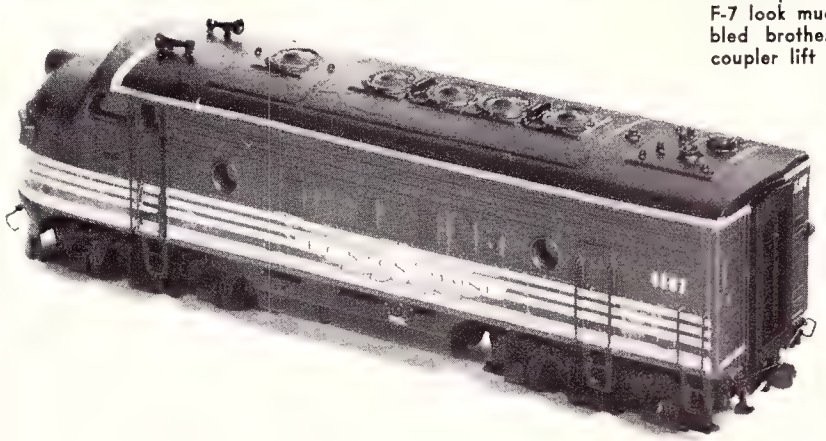
by Ernest Stern

While the dollar plastic diesel can be assembled in minutes, they can be super detailed with but little effort.

A new paint job and added details make this F-7 look much different than its mass assembled brothers. Grab irons, hand rails, and coupler lift bars add greatly to appearance.



Boston & Maine F-7 model is uncommon except in New England area; is an attractive maroon with plenty of striping. Decals are available for most major railroads operating EMD diesels.

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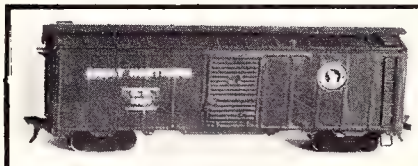

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"Off'n the table top"

News and Views of TT

By Glyn Lewis

FIRST may we take this opportunity to wish you and yours the warmest of seasons greetings. Wish we could send you all a personal message . . . but afraid that would be physically impossible. In fact if you have written us you know that we are way, way, behind in our correspondence. Truth is, we don't have a secretary and your mail is so heavy and interesting . . . forgive this tired old scribe, will yuh? . . . and please keep on writing! Visitors often remark, "Glyn, when are you going to finish off that corner of your layout?" . . . When? . . . er, ah, soon . . . soon as the mail is answered, the col'm written, the show layout completed, etc., etc. How's YOUR layout progressing???

Last week we had a nice visit from "Pete" Bassick, prez. of John Marshall Associates. Pete is an avid TTer and a distributor in the New England area of everything in TT. Mr. B tells us that there is a crying need for more structures in TT . . . feels that some RR structures in kit form with wood parts would go very well. O.K. let's go!

A few days ago we passed by the RR yards in Long Island City. There were the usual collection of box cars all the "regulars," N.Y.C., Pennsy (with it's new herald), D.L.&W., C.N., C.P., etc., etc., but standing together on the same track were 3 we hadn't seen before, Lake Superior & Ishpeming, West Indies Fruit (with it's interesting ship herald) and the "old bag," the Buffalo Creek. The Buffalo Creek, as you know, has the interesting herald with the bag of flour, which reminds us, you can model it in TT . . . it's one of Gandy Dancer's latest. By the way have you gotten the new Gandy Dancer catalog? You should! Don't fail to get Kemtron's all new, 8 page TT catalog . . . FREE! It's "must" reading for all TTers! Kemtron is planning new cars in TT. Do yourself a favor, drop them a card and say what car you would like in TT, do it TODAY! Yes, the pen is certainly mightier than the grumble . . . when you want something new in your gauge, don't wander around muttering about it, sit down and write a note or a postcard to the manufacturers about it. You may think that your little epistle will have little or no effect, that's true. It's doubtful if a manufacturer would quickly produce a kit of a weed spraying car because Gary Thomas asks for one, in his boyish hand. But if 50 or 100 of you pined for such a car the company would sit up and take notice! So write it, and you'll see some action. The manufacturers are pleased to hear from you even if you don't have suggestions, just as we are. In fact one of the best things about writing this column for the past five years, has been your mail. When we started in TT, we felt quite alone, built our layout without ever having seen a layout of any size, knew no modelers . . . then we met Henry Schatz of the Train Terminal. Henry had a shop in Brooklyn in those days, and he was the best friend a new modeler ever had, still is. Not too long afterwards Charles Penn, publisher of this magazine and a real veteran "rail," who has known model railroading from it's baby days, but who always is open to new ideas, decided on a TT column . . . well, we were no longer alone! We have come to know via the U.S. (and foreign) mail literally thousands of TTers. So keep writing!

Here are a few items from our fat mail bag. . . .
From Ohio . . .

After many years; in fact 1949 thru present; I am going out of HO into TT gauge because of the fine selection of engines and cars now on the market. I have nothing against HO; in fact it is indeed a fine gauge; but I like miniature work at its best and TT fills the bill. I have had a few of my HO buddies ask me why now at this time and I remind them when I first got into HO; TT was just beginning and you will have to admit that after a modeler has a few hundred dollars in one gauge; he is a little slow in changing. I was fortunate in finding buyers for my kits and rolling stock for myself and my son; and we are now TT bound.

Thomas C. Clark, Sr. & Jr.
Columbus 11, Ohio
Tommy Clark
same

Thanks, Thomas and Tommy, there's a sensible outlook, as regular readers know, we have NEVER advocated anyone switching gauges . . . if you don't have enough space in a larger gauge, have a *LOOK at TT*, if you are new to the hobby, have a *LOOK at TT*, we say no more than that TT will give you realism (as certainly do the other gauges), operation, and lots of fun building. . . . It is *POSSIBLE* to have lots more detail in O (not that they *always* do) and there certainly is more available in HO (tho' we have enough in TT to satisfy most builders). Remember, don't believe the fellows that tell you that detail is impossible in TT! T'aint True! The same holds true for some enthusiasts who say TT is better than HO . . . T'aint True! Smaller that's all! But that does NOT make TT illegitimate. . . . Oh, how they sneered at HO a few years ago! (This magazine, by the way, gave HO it's first real break too).

All you builders who like to "freelance," scratchbuild, or add detail to your locos . . . Kemtron and Gandy Dancer have all the parts you need. If your dealer does not handle them, order direct. Cast domes, bells, pilots, stacks, etc., etc., of many kinds and vintages are available making it easy to change the type or age of your locos.

. . . and here we are at the bottom of another column, and another year. . . . Be seein' yuh next month . . .

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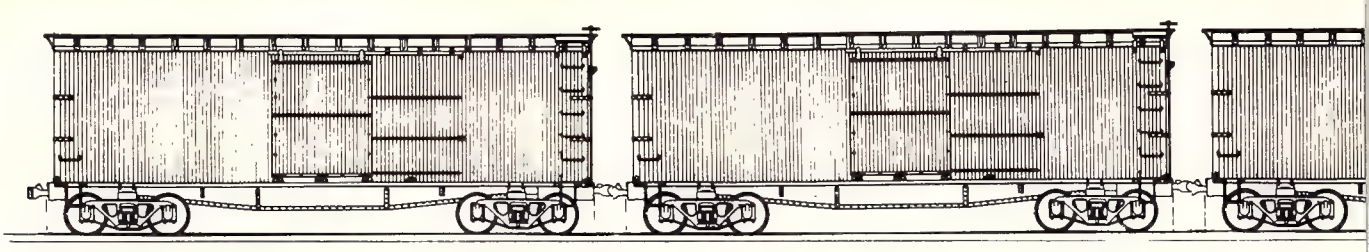

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Mars Lite Installation
Build A Gallows Turntable
ATSF Materials House: Giebner
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NOVEMBER
Lumberland Railroading
O Gauge Dockside: Part 1: Austin
N&W Covered Hopper: Stehle
Diesel Sand Station: Giebner
RMC DIESEL & ELECTRIC LOCO DIRECTORY

DECEMBER
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Uses For Mailing Tubes
ATSF Water Plant—Part 1
HO Snow Plow, Express Reefer

FEBRUARY
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How To Compose Model Scene—Ellison
5 Small Building Plans
Rolling Country Landscape—Wakefield
BRB&L Blueprints, ST Birney: O

MARCH
Constructing 4 Bridges—Ellison
55 ton Hopper Car—HO
Baldwin 1000 hp diesel: Crater
Trolley Track Work—All Gauge
Principles Of Good Layout Design

APRIL
Belvidere & Delta RR: Undermann
Reading 4 wheel caboose—HO
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BLW Shark Nose Diesel A and B—O
Constructing 4 Bridges—2—Ellison

MAY
Constructing 4 Bridges—3—Ellison
Multi-Level Layouts—Layout Doc
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1863 Mail Car, 1863 Coach—O
Bunk Car, 50 ft. gondola—HO plans

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Some Big Layout Designs

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MARCH
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Foldaway layouts

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J W Bowker in HO
Retaining Walls

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Vinegar Valley Lines (HO)
Freight Station: Brunger
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J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
Auto coupler (HO): Prudhomme
Kenn Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
Covered Cement hopper (HO)
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Converting the Mantua "Belle"
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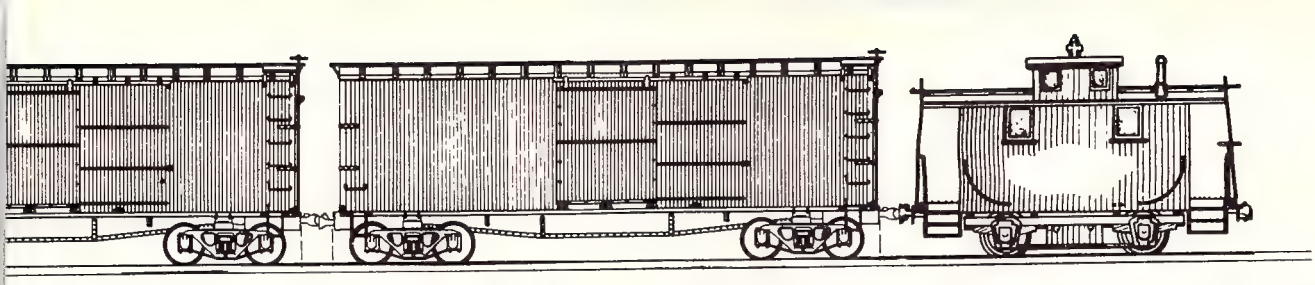

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FEBRUARY
Protostory: Bronx Frt. Terml.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Also and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans (S)

APRIL
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
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50 ton dump car (S Plans)
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DL&W 4-4-0 No. 988 (S plans)

JUNE
Outdoor RRing: Long Valley O line
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Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
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JULY
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CNJ Newark Terminal: Crater
EG atlantic in HE (1/16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car (HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston (HO)
CNS&M B-B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER
2'x8' HO railroading
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Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
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4-4-4 Live steamer (½")—Part 1
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HO Steam motor car—Schopp

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Building a 4-4-0—Dance (HO)
B&O 2-10-2 Sta (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH
Interurban Official car (O)
O reefer by Lewis Austin
4-4-0 in HO—Part 2
N&W Class J-2 4-8-4—Part 1 (O)
4-4-4 live steamer—Part 3
Scenery, It's Easy—Crosby

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CNR 4-8-4—Data and S plans
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MAY
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Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

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Standard steel caboose (O)—Austin
Building fronts for scenery
Eastern Mass. semi-convertible (O)
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Electricity—Direct Current
Gallows frame turntable (O)

FEBRUARY
Inspection engine (O) "Star"—Crater
Planning model RRs with 3D
Memoirs By Schopp—Part 3
Reading 4-2-2, BLW 1892 (O)
Transfer Table (⅛")
Soldering made Easy—Austin

MARCH
Trolley street sprinkler (O)
CNJ Inspection engine—Part 2
Bill Schopp's Memoirs—Part 4
Gas Electric (HO)—Carstens
NYNH&H 0360 electric loco (S)
NYNH&H caboose (S)

APRIL
GE 0-4-4-0 Elec. Loco (O)—Austin
Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
Wayside Station (O)—Schopp

MAY
GE 0-4-4-0—Part 2
B & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE
GE 0-4-4-0—Part 3
BLW (CN) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars(HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
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CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
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Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
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G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
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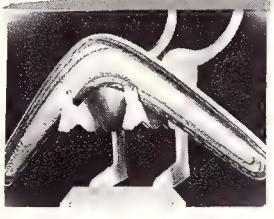

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wash your locos with SMOKE

THE grimy O gauge camelback atlantic moved out of the roundhouse onto the turntable, was turned around, and slowly moved down the track. Dumping its ashes at the ash pit, it next wandered along the service track to the coal dump for a new load fuel. This was followed by a stop at the sand tower and the water tower. Old 232 was now just about ready for her morning's run, except that she still had that grimy, dirty look which just didn't become a girl of her age. The hostler moved her gently along the track underneath a tubular arch and suddenly a heavy spray of cleaning solvent poured out on the engine from all sides. Old 232 emerged from her bath, glistening in the light. She was now as shiny and prim as anything that might have just emerged new from some tinplate loco factory. Old 232 had just been bathed in pure nicotine smoke, to which had perhaps been added a trace of latakia.

The smoke washer is a very simple device to make and will add a great deal of interest to any engine or car terminal. The unit is made from a piece of soft copper or aluminum tubing. An O gauger should use stock of about 3/16" O.D., while 1/8" stock would do fine for smaller gauges. The tubing should be long enough to clear the highest engine or car that it will be called upon to wash, leaving an additional two or three inches per side for insertion into and through the tablework, which is made of wood.

The tubing should now be drilled at intervals of about one scale foot for your gauge. The drill should be as fine as possible although a No. 60 will do fine and will be less susceptible to breakage than anything finer. When the holes have been drilled, the unit should be bent to the shape shown in the photograph. Be sure to allow ample clearance for smokestacks, third rail collector shoes, and other protruding objects. The unit may be painted now with any thin flat paint. When dry, check to see that all holes are unclogged. The washer is now ready for insertion at its permanent location. Drill two holes in the base of the table, the same diameter as the width of the tubing and at the same distance apart as the two ends of the tubing. Gently force the washer into place. If you drilled too many holes, some being too close to the ground, it might be best to clog the low ones with paint or cement. The tube should protrude at the bottom at least an inch below the table.

One end of the tube should be clogged up with a stopper of sorts. Glue and even thick paint will do the job. To the other end attach a long length of tubing. Many hobby shops sell tubing for use in model airplane gas lines. This comes in several diameters. To put the washer to use, light up your favorite Chokie Wokie, filter tip, king sized, or regular, and blow into the loose end of the flexible tube.

CONSTRUCTION TIPS

▸ Have you rounded off the corners of the hex head 0-80 screws used as crankpins in several locomotive kits? Or have you stripped the little box wrench furnished? Either is very annoying and apt to happen, too, if you have to put it in and take it out several times in the course of some adjustment. Of course you can replace the whole screw, but it is also easy to take a jewelers' saw and cut a slot in the head, while the screw is screwed down. Then you can use an ordinary screw-driver. The same treatment works on those ornery Phillips head screws which crop up every once in a while.

▸ If a rivet comes out of the valve gear of one of your model steam locomotives, seemingly you have to remove the whole gear on that side in order to re-rivet—if you have a rivet. However, permanent repairs can be made without dropping the valve gear by inserting a plain straight pin in place of the rivet. Cut it off as required, but not to final length, slip in from the back, with a piece of paper between the valve gear parts. Touch outside end of pin and outer valve gear part with soldering paste, then solder the pin to the rod. Pull out paper and check for free motion of parts, then snip off excess length of pin and file or grind down almost flush. Matter of fact the entire valve gear can be "erected" on the engine rather than the work bench using this method.

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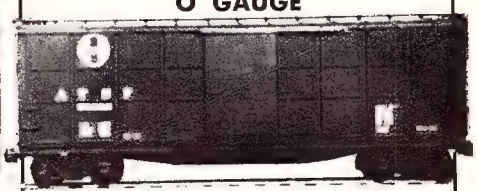

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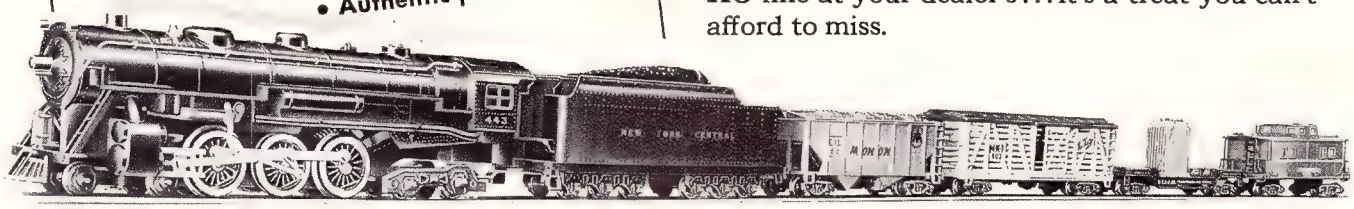

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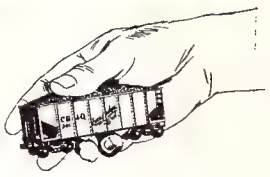

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Items submitted to this column must be kept short be printed plainly. Abbreviate where possible. Priority will always be given those sending in ads not more than once every three months. We cannot repeat ads and we reserve the right to reject those we feel are objectionable or beyond the scope of this free service. Ads over 50 words in length will be returned for shortening. Specify category desired: WANTED, TRADE, RAILROAD PASSES, SALE OR EXCHANGE, COLLECTORS. No commercial classified ads accepted.

HO TRADE FOR TT. Have Penn Line Pacific, well detailed, also frt. cars. Sell also. J. Nottole, 4774 Winona Ave., San Diego 15, California.

LIONEL O ga. items, sell or trade for HO. List for stamp. D. Louther, 346 Fulton St., Brooklyn 1, N. Y.

WANTED: Lionel sw. No. 708 with tender; 705 sw. & 701T Tender, state cash pr. & cond. R. E. Choate, 513 Vernon Dr., Cedar Rapids, Iowa.

WANT old trains, state price & cond. Have 4 train sets for sale, std & O ga. Send for list. F. Heimann, 580 Forest Rd., West Haven 16, Conn.

SALE: TT—structures, rolling stock, & locos. Stamp for list. All inquiries ans. R. L. Decker, 2025 10th St., Boulder, Colo.

SALE: Breaking up large A.F. "S ga layout. Will sell cars, locos, trk. sw., separately or in unit. Detailed list for stamp. E. Piepar, 165 Read St., New Haven 11, Conn.

LIONEL 260E eng. Good cond. orig paint. Doesn't run backward, also No. 258 eng. 3 Pull., and some frt. Will sell or trade for Lionel 027. F. Young, 19758 Waltham Det. 5, Mich.

TRADE: HO emp.—over $500 in locos, cars, trk, power packs, sws, etc. Stamp for list. Trade for 25 h.p. outboard mot. C. L. Kirk, Sikeston, Mo.

TRADE: 7 Laconia "Old Time" billboard reefer kits for MDC Atlantic Or 5 for MDC 0-6-0 in gd. cond. All inquiries ans. W. Volk, 2201 N. Bowleys Lane, Baltimore 6, Md.

WANTED: Lobaugh 4-6-6-4 Challenger & Vanderbilt. HO 4-6-6-4, 0-4-0, 4-6-2, 2-8-2, 4-6-4, Pass cars, 30 frt cars trk, blt up power pack, bldgs, etc. Write for list. E. Joplin, 14879 Nurmi, Sylmar, Calif.

SALE: New Essex Rheostats by Bob Peare. Ten O-ga 10 ohm—S—ga 20 ohm. 3.45 each.P. P. S. Freeman, 119 Roselle St., Linden, N. J.

SALE: English Mike & Pac org. kit cond., kit cost $19.95, asking $9.50 each. 3 diecast coaches asking $1.00 each. C. Beard, Jr., 203 Seneca Ave., Phila. 13, Pa.

SALE OR TRADE: TT ga. locos cars, roadbed & sws. For HO trolleys, S. Anteby, 10 Ave. P, Brooklyn 4, N. Y.

SALE OR TRADE: Dooling—60—Race car, Dooling 60 eng—new cond. McCoy, 60 race car. McCoy 60 eng. new cond. Sell or trade, want 700 EW p'war Hudson or HO equip., new cond. M. Baker, 710 Swink Ave., Rocky Ford, Colorado.

SALE: Stamps, U. S. & foreign, val. approx. $35.00, or will trade for 1 Athearn RDC4, powered and 2 RDC1's, dummy. A. Parker, 1509 E. 55 St., B'klyn 34, N. Y.

WANTED: Sat. Eve. Post, Lit Digest, Nat Geographics, etc., 1910 to 1935. Will buy or trade for R.R. books or mags. Mags must be in gd. cond., unclipped. J. Stubenrauch, 166-04 71 Ave., Flushing 65, L. I., N. Y.

SALE: Lionel No. 2421 (Maplewood) & No. 2422 (Chatham) 12" coaches for 027 ga. Both in gd. cond. Cost $8.50 a piece. $10.00 takes both. J. Tulga, 1545 E. 26th Ave.. Columbus 11, Ohio.

HAVE: Material for making $25.00 worth of costume jewelry. Also some boxed and ready to sell. Ideal for club or scout project for Xmas. Also Schick shaver and small portable typewriter. Will trade for equal value in anyhing HO. E. Schmidt, 2914 W. Addiston St., Chicago 18, Ill.

SALE: 41 Lionel 00 2 rail c. 0036—2 35 cents each. 8 No. 00 31—2 with lockon set. 2 each 16 straight, 8 c., 00, 2 rail 10 in. long, metal base 25 cents each. All gd. cond. J. Rougeau, 67 Main St., Bridgeboro, N. J.

SALE: Baker Couplers, con. gd. 43-ft., 8-Pass. Best offer over $10.00 takes all. D. Anderson, 29E Frambes Ave., Columbus 1, Ohio.

TRADE: Have Varney Casey Jones, English 4-6-2, frt. cars. Want any type of A.F. 0-6-0. G. Peusch, R.D. 1, Spartanburg, Pa.

SALE OR TRADE: Old Carlisle & Finch or Lionel, AF, Ives std. engs & cars. Send offer & cond. R. P. Hopkins, 502 Bradley St., Lessville, La.

TRADE: Have AF S ga, 4-6-2 W/Chug & Smoke & 2-4-2 locos, 5 frt. cars, 58 sec trk, Trestle set, whistle, dual 250 W. Transformer. Want Lionel 022 sws. & 0 track or what you have? V. Sitmer, 3008 North B St., Tampa, Florida.

SALE OR TRADE: Lionel std. ga. pass train set & acc. Want HO Hobbytown Alco sw. or what have you? D. Henderson, 9401 Greenwood Dr., Des Plaines, Ill.

SALE OR TRADE: For HO. Like new Lionel 027 equip, original boxes. No. 2023 Twin Diesel, Nos. 2432, 2435, 2436, pass. cars. Multi Con. type KW trans. Best offer over $50.00 takes all. J. Reynolds, RR1. Warsaw, Ind.

SELL OR TRADE: $175.00 stamp coll. Will trade for HO coll, track & acc., plus kits. M. Rubios, 744 Pelton Ave., Staten Island 10. N. Y.

SALE: Varney Vanderbilt tender in kit, 1 Mantua 0-4-0T, fair cond. 4 Acme sw. cont & 3 klik sw, mach., both still in boxes. A. Stewart, 12 Whittle Rd., Newton Centre, Mass.

TRADE: 18" Jig saw with 1/3 hp Craftsman motor. Used very little. Val. $45.00. Want HO locos all replies answered. W. Ewing, 1114 Del. Lean Ks.

SALE OR TRADE: Mantua $34.95 Mikado in excel. cond. For $25.00 or a diesel sw. or frt. set, preferably Hobbytown ALCO., Tenshodo GP-7, or Kemtron Baldwin 1000 hp sw. Also Penn. Scale Models. PCC car for $10.00 or Penn Line Diesel sw. J. Killoran, 315 Bell Dr., Lewisburg, W. Va.

TRADE: 5 unopened T&P Ulrich box car kits for 0-4-0, 0-6-0, or what have you. M. Harlow, 507 South Court St., Lewisburg, W. Va.

SALE: Cars, eng, trans, trk, sw, Lionel O ga. AF S ga, sell or trade for old std. ga or any old trains. Send stamp for list. Bill Paul, 107 Richard, Evansville, Ind.

SALE OR TRADE: Thirty Prs. of MDC coup. for $5.00. Trade for Man Coup., or HO car kit. Want Blue Line HO B&O 85 ft. Pass. cars. Will trade or pay cash. H. Busch, 552 2nd St., Carlstadt, N. J.

TRADE: Assembled, painted Walthers doodle bug for new HO 2-6-0 Rio Grand Old Timer, (in kit form only). Also assembled Mantua Mikado for Mantua Mogul, in kit form only. My eng. never ran but one hour break in. B. Bradley, 1918 Juanita St., San Angelo, Texas.

SALE: 00 ga. 2 rail steam & diesel locos, cars, blt. up kits, acc & parts, reasonable. R. Morris, 19 El Camino Real, Vallejo, Calif.

SALE: O ga, Lionel & AF locos, frt & pass cars, sws, acc. trans, etc. Also S locos & ga. List for 3 cent stamp. R. McLaren, 1035 Mapleton Ave., Oak Park, Ill.

SALE: Lionel 700 O ga. loco & tender very nicely detailed & 5 scale O cars sacrifice at $75.00. A. Richter, Fairmount, Ill.

SALE: Scintilla Dynapack I. 4 amps at 12V, D.C. 3 amps at 16V. A.C. Rheostat, Direction con. & circuit breaker, blt in. $15.00, trade for equip in HO. B. Monroe, 347 S. Old Orchard, Webster Groves 19, Mo.

TRADE: HO Bowser Challenger 4-6-6-4, 12 wheel tender, almost assembled and running for S.P. cab forward 4-6-6-4, other heavy eng., or what have you. G. Wilson, 14574 MacNeil St., San Fernando, Calif.

SALE OR TRADE: HO large AF layout, 2 locos, 10 cars, lots track, sws. D. Neelon, 10 Tavern Rd., Waltham, Mass.

TRADE: 2—New Lindsey Power (Globe) Units for New Varney "Little Joe," kit or blt up. J. B. Dodson, 110 Agee Ave. N.W., Camden, Arkansas.

TRADE: TT equip for HO camelback or mogul, HP 0-6-0, 9 mixed frt., 2 cab, 3 sw. All gd cond. G. Gillespie, Phila 2, Pa.

SALE: Lionel frt cars & acc. Brand new. 1 pr. 0-27 non-der. sws. Send stamp for list. L. McEvoy, 34 Llandberris Dd., Bala Cynwyd, Pa.

SALE OR TRADE: HO frt. car kits 40% off, Ulrich, Globe, etc., or will sws, cars, etc. Hopper kits & blt. Send for list; 50 watt 35 OHM OHMITE rheostat, slight usage, $2.50. H. Marsh, 2153 7th St., Cuyahoga Fall, Ohio.

SALE: Unused items from a planned club layout, locos, cars, etc. Kits & mi shed, also new trk, sw, figu es & miscellaneous. Stamp for list. Dr. G. Foss, 709 N. Spring, LaGrange Park, Ill.

SALE: $48.00 3/8 Mall Electric Drill, No. 381, ball bearings throughout $25.00. Yankee spiral ratchet screw driver No. 130A, $3.00. Stanley level 24" No. 233 $3.00. German micrometer ten thousands $4.00. A. Semmler, 1506 2nd Ave., N. Y. 21, N. Y.

FOR SALE: HO layout on a portable table, John English Pacific, powered globe diesel, cars and access. $125.00. Albert L'Heureux, 3497 Aylwin, Montreal, Canada.

WANTED: Lionel 752E, 753, 754 UP Streamliner in top notch cond. Describe full. Ed McElroy, 1023-C School Ave., Patrick AFB, Florida.

SALE: HO Varney Diesel "A", Kasiner 80 ft. Pass cars, asst frt cars, all new. Send stamp for list. R. L. Hicks, 2801 Country Club Rd., Endwell, N. Y.

TRADE: Bowser Artic 4-6-6-4 with Vanderbilt Tender, headlight, Kaydee coup. A-1 cond. for a jeweler, or model makers lathe, or what am I offered. Carrying case included. All mail ans. T. Waller, 1547 Benson St., Bronx 61, N. Y.

TRADE: 0 ga. frt. equip., to swap for 0 ga. trolleys or parts, particularly Pittman underfloor pow. trucks. Also want Exacta copper trolley sides. J. Derr, 2410 Nelson Court, Bristol, Pa.

WANTED: 00 ga locos, cars, trk, sws, in running cond. or not. Also parts, car trucks, bodies, etc. A.F. sw. Nos. 431 & 574 for 0 ga. Will trade like new HO, S, 027 ga. equip, or will pay cash. C. Buxton, R.R. No. 2, Loveland, Ohio.

TRADE OR SELL: 1,200 stamps excel. cond. 98% mint $70.00 worth. In album or not for $50.00 or HO Penn line midget diesel switcher, sws, cars, brgs. Make offer J. Breeden, 813 Woodland Ave., Millville, N. J.

SALE OR TRADE: HO locos, micos equip & US plate blocks for needed HO equip. List for stamp. R. Schmorance, 120 Beach St. (Pinehurst), Pensacola, Florida.

TRADE: New G.E. ½ H.P. 1750 R.P.M. 115V motor for 0-6-0 or 0-4-0; w/tender preferred HO. Will deliver in S. California. E. Johnson, 509 N. Herrin St., Manhattan Beach, California.

FOR SALE: 3-rail sw. made of brass rail like new $3.75 each, 5 stall round house & 27 inch diam. turntable (not powered) $35.00, 1-mini-toy (3) rail trolley $12.50. E. Burke, 1518 18th Ave., Rockford. Ill.

SALE: 47-48 Used Marx in fair cond., needs little repair, good motor, coal tender, box, gon, oil, & caboose. Fine trans, & track. R. Robison, 934 E. Cherry, Cushing, Okla.

SALE OR TRADE: 3 brass 0 ga. engs., 30 scale mod. cars, 3 diesels & many blds. Will sell outright or trade for HO ga. Brass locos are brand new ass. & motorized but not painted. R. Baese, 895 W. Coll St., New Braunfels, Texas.

SALE OR TRADE: Meco "stunt wagon 60" u-cont. mod. airplane kit (unopened) worth $8.00, for any HO ga. loco. or other rolling stock. S. Auslender, 3257 Eastwood, Chicago 25, Ill.

WANTED: O ga. scale loco & cars, trk, etc. Also loco encyclopedia, & mags. Have some mags for sale. J. Wood, Rt. 4, 7242 Fisher Rd., Dallas, Texas.

TRADE: HO Streamliner shorty pass car for HO pass. car, & HO Varney diesel sw. for HO Mantua 0-6-0. F. Reinbolt, 518 N. 5th St., Fremont, Ohio.

TRADE: Perfect set Blue Comet cars, 2-tone blue 309-310-312, No. 1170 Ives loco, 428-429-430 cars; Wan 511 cars, any cond. 431 tan diner. Roth, Willets Rd., Harrison, N. Y.

WANT: Wish to correspond with teen age model railroaders. HO gauge is pre'erred. R. O'Farrell, 48 Avalon Rd., W. Roxbury 32, Mass.

SALE OR TRADE: $250 worth of HO, kits & blt., 3 diesels, 40 cars, trk., powerpack. Want 2x2 projector, enlarger, folding or reflex cam. Send stamp for list. P. Peters, 511 E. Morgon, Chesterton, Ind.

SALE OR TRADE: Lionel 736, 681, 2353 & 2055 locos unused; & other unused & used Lionel items. Also Royal port. typewriter & Mossberg .22 rifle. Sell or trade for Lionel cat, D. Moss, 405 Byron Ave., Jackson Hgts., Mobile, Ala.

SALE: Several late mod. Lionel train sets, cars, trks, sws, etc. All practically new. Will sell cheap or trade for 8mm cam., proj., screen, etc. Send stamp for list. B. Nicolosi, 36 E. Madison Ave., Dumont, N. J.

WANTED: 100 ft. or more O gauge steel rail, new or used in gd. cond. Also exchange passes. R. A. Latham, Sr., 10935 Jersey Ave., Norwalk, Calif.

SALE: Mantua Big 6 Tend. part. assemb., snap track, 4 sws, 1 Rerailer, 1 girder bridge, cost $34.75 but will sell for best offer over $21.00. M. Shea, 104 W. 96th St., N. Y. C.

SALE: 7 HO steel sw, 5 right, 1 left, 1 Y. 90 cents each. P. Messenger, Rt. 2, Paperville, Ill.

SALE: Lionel O equip. Write for list. B. Pegram, 340 Harrisburg Rd., Lenoir, N. C.

TRADE: 3-D View-Master Camera, takes color transparencies. Will trade with other railfans with this type only. Like st. cars. Interurban any rr. What do you want. J. Ramsey, 815 W. 35th St., Norfolk 8, Va.

WANTED: Marx & Joy Line items. Loco No. 333 on down to the 4-wheel cars. Also pre-war in AF, Lionel, & other. A. Bailey, 13 E. Orlando Ave., Orlando, Fla.

SALE: Lionel trains & access. Best offer. Send for list. J. Doherty, 214 E. Ellis, Belding, Mich.

SALE: Large Lionel 027 layout inc. diesel, steamer, pullman, observation car, also 12 frt. cars, 4 sw., & trans., lg. enough to run 4 trans. All in gd. cond. Valued at $50.00. R. Erickson, 295 Prospect Ave., W. Orange, N. J.

SALE: English 4-6-2 with Budd pilot & Varney eng. steps, less tender A-1 cond., run very little $10.00. J. Martin Centri-Clutch in new cond. best run $1.00. 2 A-C cars, kitchen & supply both with trucks, $1.50 each. Kurtz Kraft oper. semaphone $1.75. C. Cobb, 168 Whipple Rd., Kittery, Main.

SALE: HO ga., fair-gd. cond. some kits, some unopened. Varney 0-4-0, J. Eng. & Co. 4-6-2, Mantua 2-6-0, Varney 4-6-2 Mantua kits, 24 pass. & frt. cars, parts, figs., etc. First offer $140 or better takes all. C. Steele, Norman Ave., Magnolis, Mass.

TRADE OR SELL: S gauge. 11 locos, 70 cars, 350' track scale and tinplate. Model banks 1935 to date. Books 1850 to 1927 good condition. Stamp for list. Edward Turnier, Box 52, Five Corners, Jersey City, N. J.

SELL: Marx 999 loco, 3951 scale NYC tender, 3582 gon., 438 crossing gate; $8.00. 2 frt cars have 8-whl. trucks, auto-couplers. Sew. Robert P. Hahn, 675 Northampton St., Hellertown, Pa.

TRADE HO: VARNEY 4-6-0, English 4-6-2, freight cars. Want any type Penn Line steam locos, or AF 0-6-0. George Pfusch, R. D. 1, Spartansburg, Pa.

SELL OR TRADE: English mikado. Prefer small engine or cash. Make offer. All letters answered. My curves too sharp for the 2-8-2. Eddie Granata, 2502 No. Rowell, Fresno, Calif.

FOR SALE: 60 MRR. 29 Trains, gd. cond, $15.00. 2 British HO locos part. com. 1 less wheels & motor $13.50. J. Sneedon, 41 Jackson Rd., Somervill, Mass.

FOR SALE: Books 25 cents-$1.00. Val. to $5.00. List free. Spencer, 6151 N. Hasbrouck Ave., Hollywood, Calif. Phone PO 6-1625.

TRADE OR SELL: Small blt. up HO layout track, switches, trans., etc. Trade for AF S ga. '54, '55 equip, or min. soldiers or Nazi war relics. Stamp for list. P. R. Syler, 2483 Lake Point Pass, Belleville, Mich.

WILL BUY: Back issues of RAILROAD MODEL CRAFTSMAN or Model Railroader prior to 1947. Send list. Also exchange passes. J. B. Gardner, 68 Haymarket Rd., Downsview, Ont., Canada.

FOR SALE: Bowser Articulated loco, tender. $45. Varney Mikado with tender in kit form $60. Penn line Mikado and Bowser Pacific in kit each $20. Athearn and Silver Streak cars $1.00 ea. R. B., Box 118, Sandy, Oregon.

SWAP: Australian railroad mags., lit. and photos, stamps for RAILROAD MODEL CRAFTSMAN, HO Monthly, Trains, and Model Railroader. P. G. Ellis, 3 Keiller St., Morrabbin S. 20, Victoria, Australia.

SELL OR TRADE: Lionel 027 train worth $52. Sell for $35, or will trade for HO equip. A. Wilson, 13524 Corby Ave., Norwalk, Calif.

WANT: Old trains and trolleys, any cond. Will buy or trade Lionel or HO, some new. Write your choice and list model number and value of your items. Stone, Berwyn Paoli, R.D., Berwyn, Pa.

TRADE: Lionel, Std. ga, 381 E. eng. 420, 421, 422, comet pass. cars, 400, 408, 402, 380, 42, 54, 38, 33, locos, 072 ga. 700, 763 Penn 2-6-0, 072 elec. sw. 711, 731, 2-6-0, set scale frts. Trade for gd. camera, binoculars. Ben Smith, 265 Tompkins Ave., Brooklyn 16, N. Y.

FOR SALE: Collectors' item. 1918 vintage AF loco No. 3110, gd. cond. $8.00. Lionel catalogs excel. 1938, 1939, 1951, 1952; 1950, 1952, 1953 dealers, all $20. Lionel No. 2344 twin diesel excel. $36. All pp. F. Rossauer, Box 41, Sullivan Rd., Aurora, Ill.

WANT: 700E Lionel tender. Swap 35mm Retina One camera 3.5 lens very gd. and 1951 O scale Hudson. Prefer Japanese. W. W. Smith, HMI, USNAS, AC. N. J. Infirmary.

FOR SALE: HO Fans. Atlas double crossover No. 6 like new, highest bid takes. K. Axford, 85 Knollwood Terrace, Clifton, N. J.

HAVE: Trains October 1949 to date. Model Trains February, 1950 to date. Will trade for metal HO dockside in gd. cond. What have you? C. B. Kenney, 18 Echo Ave., New Rochelle, N. Y.

TRADE: McCory 19, 1 O.K. cub .078, Control lines, etc., for any HO equip. W. Hart, 607 Davidson Ave., Connelsville, Pa.

SALE: Lg. looseleaf stamp album cont. app. 1500 stamps. 4 smaller albums con. app. 500 stamps. Looseleaf notebook cont. mint blks. app. 250 loose stamps. Books on stamps coll. & stamp cat. Want app. $30-$60. G. Radelke, 26 Woodhill Ave., W. Orange, N. J.

FOR SALE: Lionel O ga. UP streamliner consists of No. 752E power car, No. 753 pass. section and No. 754 obs. car. Canary yellow and brown. Excel. running cond. $35. John Shasky, 908 McArthur, Eau Claire, Wisconsin.

WANTED: Anything HO—preferably kits, partially blt, or new. Will trade $3.00 value stamps for $2.00 value kits or other scenics. Will allow added value for postage cost. Riel. 3727 Layton, Cudahy, Wisc.

FOR SALE: 4 locos, 11 cars, 3 sw., track, bndled and, transf. Worth over $175. Sell for $75. Jerry McCormick, 11221 W. 68th Terrace, Shawnee, Kansas.

HAVE: RDC. shifter, Joe, Bee, Varney A powered, B dummy, British MR News, RAILROAD MODEL CRAFTSMAN mags., track, cars, misc. Want cash offer or Atlas HO snap track, Globe power unit, trolley, phono records, TT items. W. E. Schlichter, RD 4, Quakertown, Pa.

SALE OR TRADE: 125 RAILROAD MODEL CRAFTSMAN, 75 Model Railroader, 465 other model railroad, and prototype magazines, booklets, etc. Want tinplate equip. 20, 30, 40's, broken or gd. HO kits. List. Albert B. Lamborn, P.O. Box 271, West Chester, Pa.

WILL TRADE: Book of baseball autographs for an HO frt. car kit. Also swap passes. W. Site, 264 Feronia Way, Rutherford, N.J.

WILL SELL: Scale GMC Atlantic, 14 cars, never run, $100. Send for list. R. S. Johnson, RD 3, Waterloo, N. Y.

FOR SALE: Lionel frt. set, part pass. set, trans., 8 frt. 2 pass., station, all in gd. cond. $125. Mike Echols, 9 Brownwood Dr., Carthage, Texas.

WILL SWAP: Lionel trains and equip in perfect shape, some new, for guns, Hi-power rifles, shotguns and revolvers. Also wants good camera. Write stating what you want and what you have or ship gun for estimate. No junk. H. T. Miller, 414 Sayers Ave., Niles, Ohio.

FOR SALE OR TRADE: Mantua Mike, ex. cond. $25. Mantua shifter gd. cond. $15 or trade for Mantua Belle or Mogul. Charles Briggs, Tabor Academy, Marion, Mass.

TRADE: S gauge tinplate loco for S gauge scale 2-8-2 or 2-8-0 kit or blt up. Also exchange passes. C. S. Bald, 329 W. Harrison Ave., Clarksville, Ind.

FOR SALE: Varney dummy A unit, kit form, $2.00. David Cann, 66 Mineral St., Reading, Mass.

FOR SALE OR TRADE: 25 HO locos (0-4-0's thru 4-8-4's. $3-$25); 30 cars; mounted double slips, single slips, crossovers; plus $200 misc. equip. Sell at 1/4 cost. Want Mantua Little 6, General, 8mm movie equip. 1/Lt. B. C. Bowden, 502 E. Charlotte, Sumter, S. C.

WANTED: C.E.R.A. Bulletin B91 (Indiana Railroad) and Indiana R.R. combine kit (37" series) HO gauge. R. A. Morris, 559 S. Woodrow Ave., Indianapolis 21, Ind.

WANTED: Lionel 0-6-0 switcher scale or modified Hudson, scale cars 2900 or 700 series. Will trade 2-072 locos. N. Graham, 1339 Alameda. Glendale 1, Calif.

TRADE: Post cereal Sugar Crisp railroad emblem. Have Reading Lines. Want Alantic Coast Line. First postcard gets deal. Tom Gosch, 208 So. I St., Lompoc, Calif.

FOR SALE OR TRADE FOR HO: Lionel O and 027 locos, cars and access. Pennsy steam, A.T. & S.F. 2 motor diesel and dummy, r. switch, cond. fair to excel. Stamp for list. S. Kreinch, 151 LaSalle Dr., Yonkers, N. Y.

FOR SALE: Lionel WP diesels $35.00 gd. cond. Auburn model cars, older Lionel cars and access. Elec. rwy. photos, asst. 20 for $1.10. List on request for stamp. All prices 35% off list except old equip. Robert Ward, 66 Chadwick St., Paterson, N. J.

WILL TRADE: AF S gauge. 4 steam locos, 10 cars, 18B trans. 27 sections curved track, 21 sections str. track, 4 switches for HO gauge loco cars, track or switches. Send list. Gray Tuttle, Rural Hall, N. C.

FOR SALE: Entire HO railroad. 4 engines, 40 cars, power supply, relay type sw. machines, rail, etc. Stamp for list. Norman H. Green, 1626 Northeast Parkway, Wichita 14, Kans.

FOR SALE: 2 AF S gauge sets, knuckle couplers, 2 No. 302 Atlantics, 7 frt., 5 pass. incl. auto. baggage and ramp., 2 trans. Plasticville figures, track, access. Want to buy an HO skyline Miniatown in gd. cond. James Sicking, 6456 Kincaid Rd., Cincinnati, Ohio.

SELL OR TRADE: For S trucks and couplers; TT 0-6-0 switcher, Kemtron T & P hopper, scratch caboose and boxcar. Harold G. Dickey, 3519 Ivandell Ave., Dallas 11, Texas.

WANTED: Mantua Belle, Mogul, Pacific Brass Boy, Articulateds. What have you? Any cond. if price is right. Will answer all letters. H. Keith Smith, 934 N. Fairview, Lansing 12, Mich.

FOR SALE: Lionel 027 diesel switcher, 2-6-2 loco. and tender with whistle, depressed center flatcar, auto. door boxcar, 2 gond. 75 w. trans., 80 w. trans., 3 p. man. sw. all gd. cond. 38 track sec., 3 auto. uncouplers fair cond. Name own price for lot. Don Phelps, 18 Robbins Circle, Lexington, N. C.

TIM PLATE TIPS

IS your equipment looking shabby? Maybe a good dusting off will perk it up, but maybe it needs repainting, too. For cars, there are many makes of flat model railroad colors available so that you can attain realistic hues rather than the gaudy colors of the "toy" cars. Lettering can be done with decals which can be obtained from your hobby dealer or from RMC advertisers. A coat of dull varnish over the whole car will protect the finish and the lettering. Before painting plastic cars, try the paint you intend to use on some part that will not show, such as the inside. Some quick drying paints blister the plastic because they partially dissolve it. To repaint a steam engine, remove the superstructure and tender trucks and get one of these new Pactra spray cans of flat engine black. Work in an easily ventilated room or out of doors, away from fires. An old carton will keep the paint from getting around too much. A good flat black finish makes a steam locomotive look most realistic . If you wish to keep paint off certain parts such as lettering or inset panels, they may be covered with masking tape.

If you are contemplating a change-over from O or S gauge to HO, you can still use your present transformer. However you will need to buy a rectifier and reverse switch to connect to it so that DC will be provided. Your dealer will help you pick out one which is already wired so that all you have to do is run two wires to the track and two to the transformer. The handle on your transformer then becomes your speed control for HO, too, but a different reverse switch is used.

NEW

A highly authentic, much-needed combination station in both HO and O gauges. Available as an all-wood prefab kit or custom built of Western Red Cedar with an all-shake roof! Station includes both a mens and ladies waiting room, an operators bay, the agent office plus a combination LCL freight and express annex! Front is a scale 60' long. Overall: rear 74' long, 33' wide and 21' to crown; side walls are 14' high. It's a real beauty, a cedit to any pike.

O gauge kit	$15.00
HO gauge kit	12.50
HO Custom Built	37.50
O Custom Built	45.00

MINIATURE HOMES MFG. CO.
SULTAN WASHINGTON

Want old toy trolley cars, trains, catalogs, any condition.
Will offer cash or new trains in O, S, HO, TT, or old Tinplate.

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LIONEL — IVES CATALOG REPRINTS

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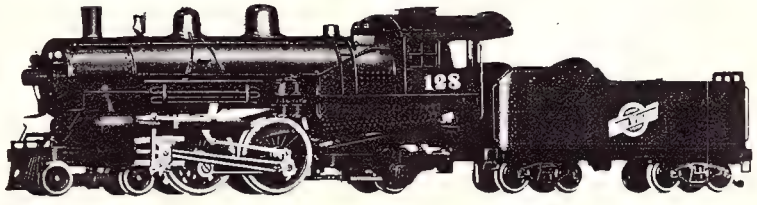

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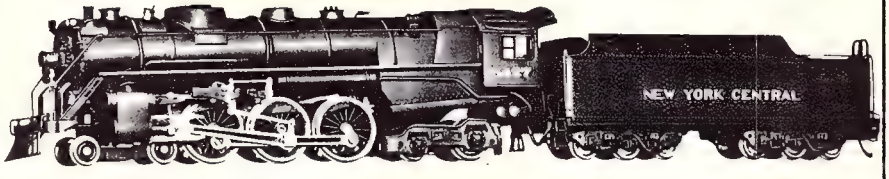

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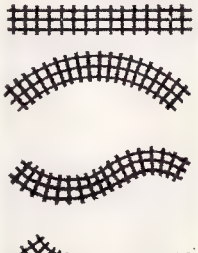

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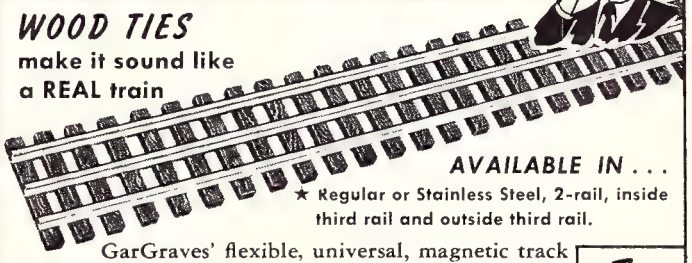

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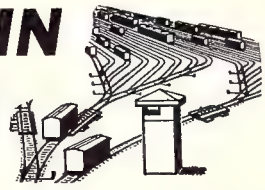

▸ A big error made by many railroad modelers is to have their freights consist of one each of every type of car they can think of. Real freight trains usually have a preponderance of one type of car, with a sprinkling of other types. Thus there are oil trains, coal trains, cattle trains, reefer trains, trailer-on-flat-car trains, and of course always plenty of box cars.

●

▸ While house cars (box, reefer, cattle) are in general more true to life in a freight train, open top cars (flat, coal, gondola) with realistic loads will lend a lot of interest to a train. See past issues of RMC or use your imagination to make loads of pipe, poles, scrap-metal, steel plates, automobile frames, etc. Cliff Line and Red Ball (M. Dale Newton) make several interesting special load kits in HO.

●

▸ Is the caboose always at the end of the train? A few lines on short transfer runs put the "hack" at the head-end. If a train "pulls a lung" (coupler) along the way, the broken car may be coupled or chained up *behind* the caboose, with markers moved accordingly.

●

▸ To equalize the number of cabooses on a line when traffic is predominantly one-way, a returning freight may have several cabooses attached, only the last of which really counts. We have seen as many as four on one train. Since most model rails have more cabooses than they really need, this is a good way to show them off and give them some exercise.

●

▸ When possible, tank cars or other cars containing inflammable or explosive material are kept at least one car length away from a steam engine or caboose for safety's sake. The same applies to wine cars, but for prudence's sake.

●

▸ The caboose is one car in a freight train that is always lettered for the home road. Even though the road owns no freight cars lettered for itself, the caboose should be so lettered. Non-standard road names for which there is no decal available, may be built up from decal alphabets or can be hand-lettered.

●

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RR Model Craftsman
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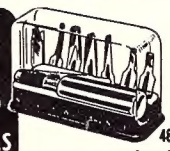

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STANDARD GA STANDARDS

proposed by Milton A. Walsh

BELOW are listed some proposed standards for standard gauge, which may prove useful for anyone in this gauge or for manufacturers who may be contemplating production of items in this size. As far as I know, no one has ever set up accurate standards for Std. gauge. The data below are what I have been using. Perhaps they will aid others, in the interests of interchangeability and an approach to accurate scaling.

SUGGESTED STANDARD GAUGE DIMENSIONS

Track gauge, center to center of running rails	2-1/4"
Rail head thickness	9/64"
Track gauge between rails	2-7/64"
Scale for Standard Gauge, exactly	0.44801" per foot
Scale for Standard Gauge, approx.	7/16" per foot
To convert 1" scale to Standard, multiply by	0.44801
To convert ½" scale to Standard, multiply by	0.89602
To convert O-gauge (17/64") to Standard, multiply by	1.6875
Gauge between wheels for Standard Gauge	2-1/16" plus 1/64" minus 0"
Average depth of wheel flanges	5/32"
Minimum depth of wheel flanges	1/8"
Maximum depth of wheel flanges	3/16"
Height above rails to center line of knuckle couplers	1-9/32"

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF RAILROAD MODEL CRAFTSMAN, published monthly at Silver Spring, Maryland for October 1, 1955.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Charles A. Penn, Franklin Lakes, N. J.; Editor, Charles A. Penn, Franklin Lakes, N. J.; Managing editor, Harold H. Carstens, West Englewood, N. J.; Business manager, none.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Model Craftsman Publishing Company, Ramsey, N. J. Charles A. Penn, Franklin Lakes, N. J.

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5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

CHARLES A. PENN, Publisher

Sworn to and subscribed before me this 1st day of October, 1955. Elmer E. Hall Notary Public of New Jersey. (My commission expires June 8, 1959.)

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TRACK TO USE WITH LIONEL

Gargraves Flexible Track 3′ sec.	$ .95
Same, Stainless Steel 3′ sec.	1.20
Gargraves Track Pins 027 or O doz.	.25
Gargraves Switches, R or L ea.	6.00
Century Hi Speed Switches, R or L ea.	6.95
Peare Brass Mounted Switch R or L ea.	6.95
Switch Controllers:	
Hand Switch Controller (Sw. Stand)	1.50
Mallory Lever Controller .79	.79
Jiffy operates 7 switches	2.25
Switch Machines—mnt. abv. or below table:	
Polaris ea. 2.25 Lindsay ea.	2.95
Elec. Operating Super Century Switch cont R/Ror L	10.95
Please Specify O or 027 for these:	
Sound Deadening Pulp Roadbed Straight Track, 2-sec. length	.20
Curved Track, 2-sec. length	.30
Authentic Ties, wooden, pkg. of 250	1.75
Track Mounting Screws, doz.	.50
Rubber Roadbed, str. or cur. sec.	.10
Cork Roadbed, 3′ Curvable "O" sec.	.60
Same, 027 or Am. Flyer sec.	.50
Rerailer, Puts cars on track:	
No. 5402 Steel ...79 No. 5403 Brass	1.19

CAR & LOCO KITS FOR LIONEL

Walthers No. 4700 Pickle Car Kit	$ 4.25
TC-4 Thomas metal 4-wh. Caboose	5.95
North Jersey Work Train Cars (wood and metal) Bunk Car, Carpenter Shop Car, Boom Tender Car, Dining Car ea.	4.75
HT-25 Trucks and Couplers for above pr.	1.75
N.J. Complete Freight Kits	
No. 333 Refrigerator, No. 222 Box Car ea.	4.45
No. 555 Gondola Kit ea.	3.95
Athearn Steel Box & Refrig. Cars	
40′ Steel Box 4.25 Special Colored Box	4.75
40′ Steel Reefer	5.50
Trucks, Couplers and Adapter Plate for Kits	2.00
Pittman Complete Trolley Kits	
PP-1 8-wheel Pass. Trolley Kit	14.95
PP-2 8-wheel Freight Trolley Kit	17.50
PW-3 4-wheel Work Car Trolley Kit	16.15
Thomas Metal Locos. Easy to Build:	
0-4-2 4-whl. Switcher, slope bck tdr.	39.50
0-8-0 8-wheel Switcher Kit w/tdr.	46.00
2-8-0 Consolidation Kit w/tender.	47.00

LIONEL TRACKAGE

027: Full or ½ track sec. ea.	$ .25
Wide Radius cur trck ea.	.35
1082 Wide Radius Elec. Switches pr.	10.98
1024 027 Manual Switches pr. (5.75)	3.95
1024R, 1024L Right or Left sw. ea.	2.50
6019—R.C. 027 Track Set	3.45
1122 Automatic Switches pr.	13.95
1122 Right or Left Sw. ea.	8.95
1023 45° Crossover. New	2.50
O: Full or ½ track sec. ea.	.30
042 Manual Switchs pr.	10.95
Right or Left Switch ea.	5.95
760 Wide Radius Track (16 pcs..) (7.20)	6.50
020X 45° Crossover	3.50
022 Automatic Switches pr.	21.95
022 Right or Left Sw. ea.	11.25
Durable 25½″ Fully Operating Turntable O or 027 w/Gargraves Track complete	29.95
Miracle Liquid Track Cleaner	.98
CTC Lockon ...20 LTC Lockon	1.09
145C or 153C or 154C contactors	1.50
114 Accessory Contactor use instead of 145C, 1045C	.80

CARS & LOCOS FOR O OR 027

Ribbonrail Track Cleaning Car	$ 7.50
Special! Deluxe Streamliners 25% off. 62 Passenger Cars Only Baggage, Coach, Roomette, Dining Car	7.75
Vista-Dome or Observation Car	8.75
Mail-Express or Bag-Coach Combine	9.50
AMT Box Cars (5.50)	4.50
Thomas All Metal Old Timers:	
Colorful Shawnee Express 4-4-0 Loco (red, green, black, polished brass)	29.95
4-4-0 Branch Line Special 1900 Loco (black and polished brass)	29.95
1869 Colorful Passngr Cars (yellow, green or red) Coach, Bag-Coach, Bag w/sliding doors	5.50
1869 Classic Pennsy Coach	7.50
Pulpwood car w/log load	4.75
Flat Car w/stakes	4.50
Gondola, wd. sides, metal frame	5.50
Old Time 4-wh. Caboose	4.95
Shawnee Express Loco w/Bag. & Coach	38.50
Shawnee Loco w/Pulpwood, Flat & Caboose	41.50

MANY SPECIAL PRICES

Here are some Real Specials! Space does not enable our listing all our Lionel or Flyer. We have every item in this year's catalog and many, many uncataloged items. We buy in Volume, Sell large quantities and try to pass any saving on to you.
100 More Flyer Items on Page 1

AMERICAN FLYER

SEPARATE A.F. LOCOS

S-Smoke CC-Choo-Choo W-Whistle	
283 4-6-2 Loco & Tender, S	$19.95
293 4-6-2 Loco & Tender, S&CC (27.50)	21.95
336 4-8-4 Loco & Tender, S. CC&W (47.50)	37.95
343 0-8-0 Loco & Tender, S&CC (32.50)	25.95
371 GP-7 Diesel Switcher (26.50)	18.95
3745 GP-2-Unit Diesel Switcher, W (39.50)	29.95
466 A Unit Road Diesel (27.50)	19.95
4713 3-unit S.F. Chief Diesel, W (57.50)	52.50
4745 2-Unit Slvr. Rkt. Diesel, W (47.50)	42.50
4778 2-Unit Flash Diesel, W (45.00)	38.95

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FLYER ACCESSORIES

24′ 4-Strand Hook-up Wire—24 ft.	$ 2.95
26 Service & Lubrication Kit	1.75
25 Loco Smoke—12 tubes	.95
30A 8-pc. Highway Sign Set (2.00)	1.49
33 Set of 8 Pass. & Train Crew (2.50)	1.79
273 Suburban Railroad Station (4.00)	2.95
275 Roadside Diner (5.50)	3.95
586F Wayside Station w/figures etc. (3.95)	3.49
592A Operating Crossing Gate)7.95)	.95
740 Operating Hand Car (7.95)	4.95
760 Operating Highway Flashers (3.95)	2.50
767 Roadside Diner, TV antenna (5.00)	3.95
779 Oil Drum Loader—New	12.95
785 All new Coal Loader	14.95
787 All New Log Loader	14.95
778 Set of 3 Street Lights (2.95)	2.29

TRANSFORMERS

(All have Circuit Breakers.)	
4B 100-Watt Single Cont.	$ 9.95
15B 110-Watt Single Dead Man Control	16.50
16B 175-Watt Single Dead Man Control	19.95
18B 175-Watt Dual Dead Man Control	26.50
30B 300-Watt Dual Dead Man Control	34.95

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AMERICAN FLYER SETS

5300T Miners Work Train (14.95)	$ 9.95
Extra Cars for Miners Work Train	1.19
K5417T Diesel Switcher Set w/. trans. (29.95)	22.50
K5423T 6-Car Freight Set w/trans. (37.50)	28.95
K5434T 3-Car Diesel Pass. Set w/ trans. (39.95)	31.95
K5435T4-Car Diesel Frt. Set w/ trans. (39.95)	31.95
K5363W 6-Car Silver Rocket Frt. Set. (64.95)	51.95
K5469WT 3-Car Silver Slash Pass Set. Trans. (67.50)	53.95
K5375W 4-Car Chief Pass. Set (75.00)	59.95

LIONEL

LOCOMOTIVES

2035 2-6-4 w/Whistl. Smk. (35.00)	$24.95
2046 Large 4-6-4 W&S (Same as 646) (42.50)	33.75
2055 4-6-4 W&S (30.00)	24.95
1615 0-4-0 Switcher & Tender	17.95
2343 S.F. Twin Diesel (2 motors) (49.95)	39.50
2344C NYC "B" Unit (10.95)	6.95
2321 Large Lackawanna Diesel (43.50)	33.95
2023 UP Yellow Twin Diesel	35.00
623, 624-SF, C&O Diesel Switcher (25.00)	22.50
6250 Seaboard Diesel Switcher	25.00
2245 Texas Special A&B Diesel	29.95
2028 GP-7 U.P. Diesel w/M-T	21.50
2338 GP-7 Same w/Milw Rd., 2 colors	23.50
2328 GP-7 Diesel w/M-T, Horn	21.50
600, 610 Diesel Switcher-Red or Black	13.95
Pennsy GG-1 Elec. Type Loco, 2 Motors, Horn, Choice-Green or Wine	43.50
41 Yard Goat Diesel Switcher (10.95)	9.95
50 Operating Gang Car	7.75
60 Operating Trolley Car, Reverses.	8.95
Operating Dinkyville Trolley	4.75

LIONEL ACCESSORIES

40 Cable Reel w/Hookup Wire (1.25).	$ 1.00
110 New Over & Under Trestle Set	5.95
140 Operating Banjo Signal (4.95)	4.75
155 Operating Highway Flasher w/Bell	5.95
282 Operating Portal Gantry Crane (17.95)	15.95
352 New Operating Ice Depot & Car	15.95
362 Operating Barrel Loader (8.95).	7.75
364 Operating Lumber Conveyor (14.95)	13.95
450 Operating Signal Bridge (6.95).	5.95
456 Operating Coal Ramp & Hopper Car (18.95)	16.95
460 New Piggy Back Trans. Set	12.95
Noma Talking Station. Uses Battrs.	17.75
Track Layout Book—100 Layouts	.25

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SEPARATE PASSENGER CARS

2429 Illuminated Pullman (7.75)	$ 5.95
2432 Illumin. Vista Dome (8.95)	7.95
2434, 2435 Pullmans, ea. (7.95)	6.95
2436 Observation (7.95)	6.95
2533, 2534 Pullmans, ea. (9.95)	8.95
2532 Vista Dome (10.95)	9.95
2530 Baggage Car (7.95)	9.95

OPERATING FREIGHT CARS

3456 Operating Hopper Cars (6.95)	$ 4.95
3461 Operating Lumber Car (7.95)	5.75
3482 Operating Milk Car (10.50)	8.75
3562 Operating Barrel Car (8.95)	7.50

EXTRA FREIGHT CARS

6415 3-Dome Tank Car (5.95)	$ 4.95
6417 Pennsy Caboose (5.95)	4.95
6456 Hoper Car—Red, Black or Gray (4.75)	3.75
6457 Lighted Caboose, 2 couplers (5.50)	3.49
6462 Gondola Car—Red or Black (4.95)	3.25
6464—50 M&StL Box Car (5.95)	4.95
6464—250 Western Pacific Car (5.95)	4.95
6465 2-Dome Tank Car (4.50)	2.99
6436 New Hopper Car	4.95
6362 New Flat Car—Truck load	5.95
6418 New 16-wh. Machinery Car	7.95
6414 New Auto Transport Car	8.95
6517 New "Bay Window" Caboose.	6.95
SPECIALS: 3562 Operating Barrel Car w/362 Operating Barrel Loader, both	14.50
6560 Operating Crane Car (7.95)	6.95

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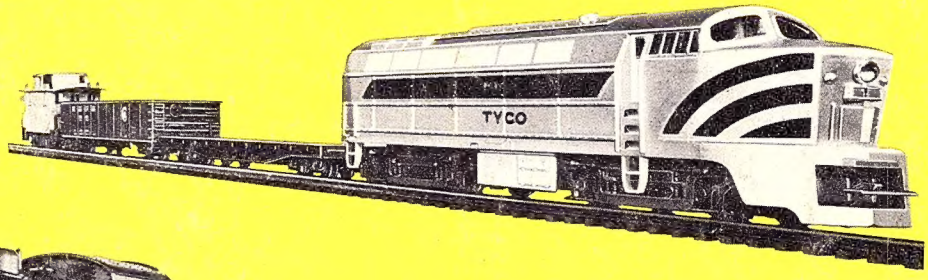
No. T-1001 3-CAR SIDE TANK FREIGHT SET $33.95 List
Side tank locomotive is exact scale model of prototypes operated by railroad and industrial plants throughout the U.S. Set includes locomotives—2 freight cars—caboose—16 sections of track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors—Hook-Up Wire—TYCO-PAK Power Supply.

No. T-1 SAME SET WITHOUT POWER-PAK $24.95 List

No. T-1002 3-CAR DIESEL FREIGHT SET $36.95 List
Locomotive is miniature replica of powerful Baldwin "Shark Nose" Diesel "A" unit. Set includes locomotive—2 freight cars—caboose—16 sections of track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors—Hook-Up Wire—TYCO-PAK Power Supply.

No. T-2 SAME SET WITHOUT POWER-PAK $27.95 List

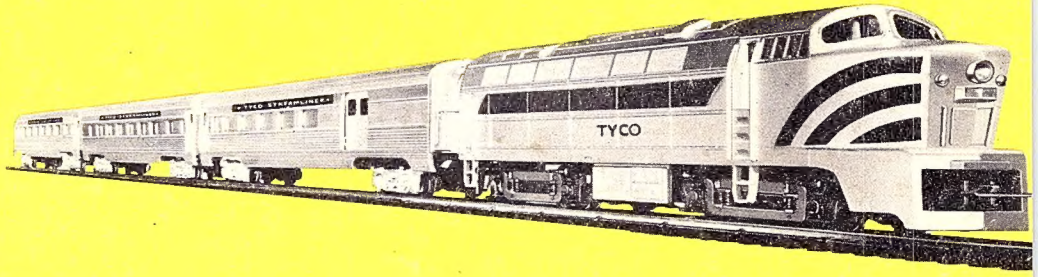


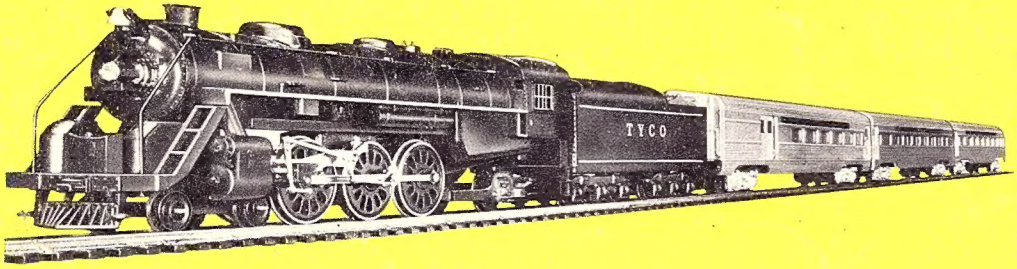
No. T-1003 4-CAR SHIFTER FREIGHT SET $44.95 LIST
Work horse of the roundhouse. Used by the railroad for shunting freight cars, making up passenger trains and for hauling way freights. This scale-perfect little switcher heads a train of four cars, likewise scale-perfect. Set includes Locomotive—Slope-Back Tender—3 Freight Cars—Caboose—16 Sections of Track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors—Hook-Up Wire—TYCO-PAK Power Supply.

No. T-3 SAME SET WITHOUT POWER-PAK $36.95 LIST

No. T-1005 3-CAR DIESEL STREAMLINE PASSENGER SET $53.95 LIST
The Baldwin "Shark Nose" Diesel heading this train is a dual purpose locomotive and is as famous for fast passenger hauling as it is for freight. Set includes Diesel "A" Unit Locomotive—Combination Baggage and Coach—Reclining Chair Car—Observation Car (these 3 cars are TYCO's new super-detailed streamliners made of heavy extruded aluminum)—12 Sections 18" Radius Curve Track—4 Sections Straight Track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors—Hook-Up Wire—TYCO-PAK Power Supply.

No. T-5 SAME SET WITHOUT POWER-PAK $44.95 LIST

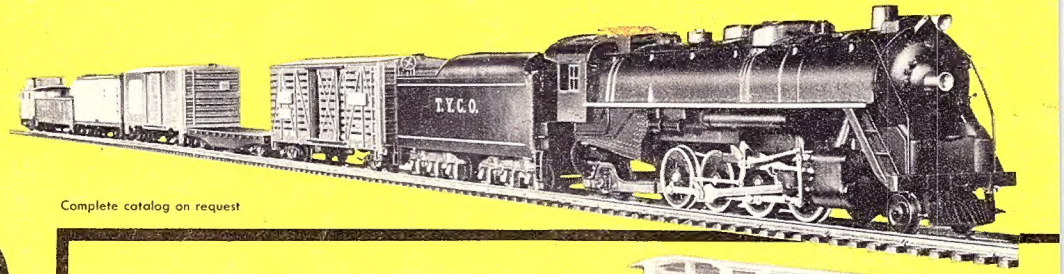




No. T-6 3-CAR PACIFIC STREAMLINE PASSENGER SET $62.50 LIST
It's a beauty. Three sleek, super-detailed, streamline passenger cars of heavy extruded aluminum headed by superb replica of a Pacific passenger locomotive—super-detailed even to 80" scale drivers and working valve gear. Set includes Locomotive—Tender—Combination Baggage and Coach—Reclining Chair Car—Observation Car—12 Sections 18" Radius Curve Track—4 Sections Straight Track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors.

Note: Power-Pak is not included in sets Nos. T-6 & T-7. MASTER TYCO-PAK No. T-791 is recommended for operating these sets.

No. T-7 6-CAR MIKADO FREIGHT SET $62.50 LIST
Superb scale replica—exactly 1/87th life size—of giant Mikado freight locomotive hauls this long string of colorful, real-as-life freight cars. This fabulous locomotive—capable of pulling 50 freight cars—is lavishly detailed, even to working valve gear. Set consists of Locomotive—Tender—Stock Car—Flat Car—Box Car—Refrigerator Car—Gondola Car—Caboose—12 Sections 18" Radius Curve Track—4 Sections Straight Track—Rerailer—Uncoupling Ramp—2 Clip-On Connectors.



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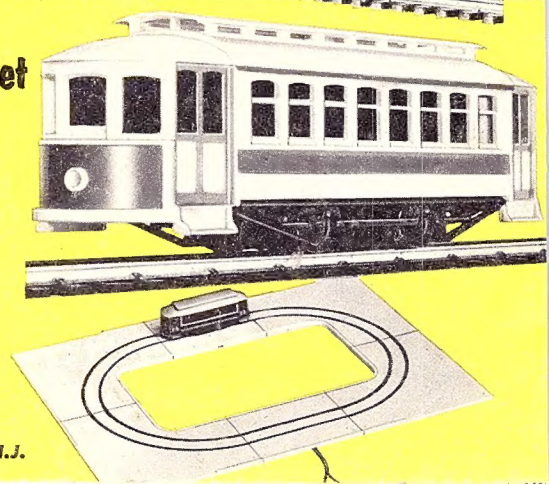
New and exciting. Authentic scale model HO Street Car runs on oval of track imbedded in realistic street-like sections. Thrilling to watch. Just the thing for a boy's first operating set. Can be expanded by the addition of individual track sections to any size in a variety of interesting track layouts. Set includes scale model street car, handsomely finished in typical yellow and green trolley colors, 6 sections of track (4 curves, 2 straight), clip-in container for 8 standard flashlight batteries , 24" double strand of hook-up wire.

No. T-214 STREET CAR $10.95 List
Identically the same car as in set No. T-4 but without track and battery container.
2¾ lbs.



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